The Weekly British Colonist AND CHRONICLE.

Saturday, May 23, 1868.

Pacific Mail Steamship Company.

In the affairs of this great corporation, which has had so much power for years over the destinies of the Pacific there seems to be a very serious trouble, which in the end may be of service to this colony. The New York *Independent* says, "the fluctuations in the price of Pacific Mail shares and the waning fortunes of this great company are full of warnings and instructions. Put not your trust in great corporations managed in the interests of cliques or individuals. Here is a great company possessed of vast means, subsidized by the Government and enjoying the largest receipts from its legitimate business of any similar corporation in the world, whose shares were selling not a great while ago at $300 each, which has had to suspend its quarterly dividends and to sell on Saturday as low as $94 a share. Various explanations might be given for this remarkable change of fortune which has befallen the company without any serious accident or diminution of its carrying trade; but one explanation alone is necessary; gross mismanagement. That tells the whole story." The San Francisco *Herald* of 6th inst., however, maintains the paragraph given above does not tell the whole story, and goes on to supply some most startling revelations as to the condition of the company. At first by judicious management the capital stock of the company rose from $500,000 in gold to $28,000,000 in currency; by a series of mismanagements its shares have now fallen from $300 cash to $94. The doubts resting on the solvency of the company for some time back induced the New York Legislature to investigate its affairs, and that body gave a report that the company's assets were equal to $34,000,000 in currency. But a few months later when the company exhibited their ledger to the stockholders, the balance only showed $22,000,000 in currency. The difference in the two amounts, $12,000,000, is explained away by errors and confusion which crept into the stenographic report. Partially, this is not denied, but the singularly large amount of the difference is attributed to other causes. The difficulties the company are now in and the losses sustained, are attributed to the bad management of the China branch of the company's trade. From the superiority of screw over side-wheel vessels on the ocean, the English steamers always reached Hongkong twelve or fourteen days ahead of the American, and this with other persistent follies, the *Herald* says, compel the public to think these failures have not been wholly accidental, nor the fall in the prices of shares the effect entirely of legitimate causes. Now it appears the Peninsular and Oriental Company of London are building six first class screw steamers to be placed on the line between San Francisco and China and Japan, and the *Herald* asserts the whole commercial and travelling world, uninfluenced by the bit of bunting floating from the jackstaff, will patronise the line which secures them regularity, comfort, safety and moderate charges to the greatest extent. Assuming this to be true, such an English line of steamers can surely be induced to take the route by the Aleutian Isles which is 1160 miles nearer than that at present travelled by the American vessels, and in that case they must call here both ways to coal, etc., and at once make Victoria second in importance only to San Francisco. If these boats are put on the China and Japan line, and through representations from the proper sources, can be induced to call here, it is impossible to estimate the advantage it would be to this colony. Believing there is much truth in these statements from the public manner in which they reach us, we think our local Government might make inquiries into the matter, and prepare itself to take advantage of all chances which may arise likely to benefit the colony, by enriching this town.

Tuesday, May 19.

ARRIVAL OF THE GOVERNOR AND MRS SEYMOUR.—H. M. S. Sparrowhawk, Capt Porcher, arrived yesterday evening off Cadboro Bay from New Westminster, having on board His Excellency the Governor and Mrs Seymour, who have come to take up their residence in the new Capital. The party landed at the bay and drove to Government House, where it was met by the Volunteers, under Capt. Pearse, presenting arms, the band playing the national anthem. The Sparrowhawk drawing too much water for the bar at the entrance of this harbor, when at low tide, prevented the vessel steaming into town.

CURED FISH.—A sample of fish, known as Oolachans, caught in the Fraser river, has been handed us by Mr R. Lewis, of this city. They are cured and put up by Mr J. Syme, of New Westminster. The oolachan when thus prepared is a most delicious fish, and should be on the table of all our people to encourage local enterprise. They only require to be tasted to become a favorite article of domestic use. They are to be had at Messrs Fell & Co., Fort street, who has received the first cure of the season.

FIRST VOTE ON THE IMPEACHMENT.—The vote on the 11th article, which complains that Johnson attacked the 39th Congress as not being legal, and having no valid or obligatory power over him, has been lost. It requires a two-third vote to carry conviction, and so the first vote goes for acquittal, by 3. This will, of course, have an immense influence on the vote upon the other articles.

ENGLISH SHIPPING FOR THIS PORT.—By last mail advices were received of the following vessels destined for this port from London: Spirit of the Age, sailed 20th March; Prince Victor, loading, 2d April; both vessels are consigned to Sproat & Co. The H B Co's ship Princess Royal is also on the berth.

THE steamer George S Wright left for Portland yesterday morning at 10 a m. She took considerable freight. There were about half a dozen passengers and some 20 Chinamen in the steerage. Mr Francis, Bank of British Columbia, left by her on a temporary sojourn to Portland.

MAIL IRREGULARITIES.—Letters received here by the Active on Sunday arrived only two weeks behind the writer of them, although posted in the East a week before the same party sailed thence. Other communications sent on earlier, have not yet come to hand So much for our mail line.

THE steamer Emma left for Port Townsend yesterday about noon. She took away the Stone Troupe. A large number of their personal friends assembled at the wharf to say good-bye.

THE steamer Active leaves for Nanaimo to coal this morning, and will return to Portland from here it is supposed on Saturday next.

Editorial Correspondence—No. 1.

PORTLAND, OREGON, May 16th, 1868.

Landing in this bustling and growing city, after an absence of nearly four years, I am struck with the extensive and permanent character of the improvements that have taken place during that interval, and the evidences that present themselves on every side of the energy, thrift and enterprise of the people of the young Commonwealth of which Portland is the commercial capital. Four years ago I found Portland (then far behind Victoria in most respects) a despondent community—her population small and discontented, her public buildings few in number and sorry in appearance; her streets unpaved and dirty; her commerce limited, and her manufactories languishing. To-day I find her a thriving business centre, with handsome public buildings and elegant church edifices, noble mercantile structures, palatial residences well paved and cleanly streets—the "busy hum of industry" resounding from every quarter, and her arms extended like those of a young giantess to enfold with bricks and mortar, the green spots which still dot her suburbs. Portland keeps pace only with the prosperity of the State, which is rapidly growing rich and great, through the active development of the splendid natural resources that abound, and the hearty co-operation in every beneficial measure by the Government of the State. But rich as Oregon is in natural advantages, British Columbia is her peer, and in many respects her superior. If Oregon has mines of gold, silver and iron, British Columbia has them too—the first affording the most extensive and valuable alluvial diggings on the coast. If Oregon has exhaustless forests of timber and splendid fisheries, British Columbia has them of better quality and in greater variety than those of this locality. If Oregon has vast tracts of agricultural lands, British Columbia has them too—tracts that equal in average yield per acre the most fertile spots this State can boast of, and where, under the influence of an equable climate and immunity from drought, the stock-raiser has met with a success unparalleled except in Oregon. Our experimental farming of the past two years (it has been little better than experimental) has proved this; and the astonishing results which have attended the labors of the husbandman along the line of wagon road from Thompson River to Soda Creek have established the fallacy of the hastily formed impression or prejudices of the earlier comers to our Colony, and induced the belief that before the lapse of another twelvemonth, British Columbia will have ceased to import a single necessary of life. And we possess one product that Oregon has not—the only good coal on the coast—a source of wealth in itself.

A great deal of the prosperity of Oregon is due to the restless energy of her people; but without the active sympathy and support of the Government of the State this energy would be expended in vain. No country can prosper with the Government pulling in one direction and the people in another. Both, like team horses, must pull together in perfect harmony, or the vehicle will (to use an Oregonianism) "go to smash." It is true that much of the distress from which we are now fortunately emerging was the natural offspring of over-trading and unlimited credit; but much of our misery might have been averted had we possessed a Government that would have assisted in carrying out the practical requirements of the Colony—a Government that derived its governing power from the people, and in whose legitimate and constitutional demands it must either acquiesce or make way for others.

Encouraged as all must be by the more liberal tendency of the legislation which characterized the session of the Legislative Council just brought to a close, and by the improved constitution of the Executive—and rejoicing as I do at the gradual restoration of confidence (the sure precursor of returning prosperity) which has begun to manifest itself among all classes in our brave little city—and buoyed up with the hope that in a short time we shall be admitted to all the blessings and privileges of a constitutional form of Government, I have, since arriving here and witnessing the wonderful progress of a population which, a few years ago, almost despaired of prosperity, imbibed a renewed feeling of confidence in the ultimate success of our Colony. The history of Portland for the past may be ours for the next four years. There is nothing she has done that we may not do. Her successes may be our successes—her triumphs our triumphs—while we never can be rivals. The exports of grain and other products of Oregon to California and elsewhere are immense. All day long I hear the shrill "toot! toot! toot!" of steam whistles, and see the light-draught stern-wheelers, laden to the guards with produce, darting swiftly up and down the Willamette. Ocean steamers and sail vessels arrive and leave here every few days for California, bringing cargoes of general merchandise and returning filled with the products of the State. Thirty thousand tons of flour, grain, bacon, hams, fish, wool, fruit, etc, have been shipped hence since the opening of the river three months ago. At one time it was estimated that 25,000 tons of produce lay in store at Portland awaiting shipment.

You already know that two rival companies the professed object of whose existence is to open railway communication with California, have broken ground near Portland. Grading is going on with rapidity on both sides of the Willamette river—one company seeking a terminus on this side of the river and the other at East Portland, just opposite. The formation of two companies is much regretted—all interested in having the railway established recognizing the importance of a concentration of the capital of both lines in order to insure the speedy completion of one. It appears the rival companies are anxious to secure the State subsidy of $20,000 per mile (payable in State bonds) and very liberal grants of land from the general Government. Both have put in claims to the subsidy and grants—each claiming to be the 'Simon pure' institution. The city from which this letter is dated supports the line on this side, and agrees to pay the interest on $250,000 invested by the company which it favors. The quarrel may eventuate in the consolidation of the rival interests, but the completion of the work will be necessarily retarded.

The works lately completed at Oswego, a few miles above this point, are now actively engaged in turning out iron for export and local use. The quality is undoubtedly fine, resembling the specimens of ore I have seen taken from veins on Vancouver Island. It is said sufficient ore is already in sight to insure employment at the works for several years. At the club house in this city I was shown a stove (in use) which was *cast from the ore* at Oswego. It was an experimental casting, and its fine appearance proves beyond doubt that the ore of this State is destined soon, from its excellence, to come into general use on the coast to the exclusion of iron from abroad.

Of the products of this state salmon constitutes no mean item. As you ascend the Columbia, at a point some 30 miles above Astoria, you observe frequent indications of the presence of fishermen by the numerous weirs set near either shore, or the sight of seining parties preparing to entrap unwary members of the finny tribe in gill-nets. By far the largest proportion of the fish caught are packed in barrels. Last year a firm commenced to put up salmon in hermetically sealed cans for export, and the returns, I am told, have exceeded their expectations. A number of cans sent to France to 'feel the market' met with ready sale and large orders from Paris dealers resulted. Our products are shut out from the markets of America by prohibitive duties; but what is there to prevent us competing with Oregon in the sale of canned salmon in France? Would a similar consignment to England be like shipping coals to Newcastle? Speaking of packing salmon in barrels: Some time ago I remember hearing that the motion of a vessel at sea causes the salt and brine in the barrels to tear the fish to pieces, rendering it of little value on arrival at its destination. Here the fishpackers surmount the difficulty in this way: After opening and cleaning the salmon, they place them belly-to-belly in pairs and press each pair tightly together in a machine made for the purpose. After undergoing the pressing process the fish adhere closer to each other than the celebrated Siamese Twins, and the salt and brine saving only the backs exposed to their action do no harm to the fish.

The utter folly of our Government granting a subsidy to a steamer to carry the mails via Portland will be observed in the experience of the passengers who left Victoria on Wednesday last per George S. Wright, expecting to connect with the Continental at this port for San Francisco on Friday. Upon reaching Astoria on Thursday we learned to our dismay that the Continental was only a few hours ahead of us. At Portland we found her, and here we have remained ever since waiting until she discharges cargo and fills up. She will probably sail to-morrow evening, and should she meet with good luck in crossing Columbia river bar (a matter of extreme uncertainty) will reach San Francisco on Saturday next—making the trip for Victorians spin out ten days' instead of four, had they been able to go direct. Apart from the inconvenience resulting to travelers, consignees of goods from England *en route* to Victoria are not permitted to tranship the packages at Astoria without paying the American Customs duties. This alone would be an insuperable objection to the encouragement of this line. I find the people of Oregon quite as loud in their condemnation of the character of the steamers running here as we of British Columbia are in our condemnation of the fitful nature of our communication. Should an opposition line be started it would meet with general encouragement.

You will all be much grieved to learn that intelligence received here establishes almost beyond a doubt that Capt. Edward Howard, with his wife, daughter and sons, have been lost at sea. They sailed from Honolulu seven or eight months ago for Valparaiso in that fearful old bark Metropolis or Lona, and never reached their destination. The worthy family have, I fear, met with a common fate. Poor Capt. Howard! A few years ago he was one of the wealthiest shipowners on the coast; but through a succession of unfortunate circumstances he was stripped of all his wealth.

Portland rejoices in the possession of three dailies, viz: the *Oregonian* (Republican); the *Herald* (Democratic); and *Evening Bulletin* (neutral). The two first are fine large sheets, and seem to enjoy a fair share of public patronage.

The town abounds in hotels and restaurants, indicative of a large floating population. One of the best of the latter class is kept by Pierre Manciot, the former host of the Hotel de France. Several other Victorians are keeping restaurants here, Jacobi, who formerly had a coffee saloon on Yates street, is City Marshal of Portland. The position is equivalent to that of Chief of Police in other cities, and from the comfortable and satisfied look of the incumbent I should pronounce it highly lucrative.

There is a great strife going on here between the agents of rival life insurance companies for supremacy. The Mutual, of New York, (represented by our old friend James L Butler of telegraphic exploration fame, and his partner — Heath) with its great array of facts and figures (the assets footing up something like $25,000,000 with profits divided among policy holders) though latest in the field has got the start of its contemporaries through the energy and popularity of its managers, and is likely to keep it.

The Fire Department is a credit to Portland. Like ours the service is voluntary. There was a slight alarm the other day, when the firemen showed great promptitude. Three of the engines are steamers, similar to the one just ordered for the Tigers of Victoria. When the alarm was sounded, a match was applied to the kindling wood, which is always ready laid under the boiler, and before the machine had been dragged a block, steam was up and the engine prepared for service. It is astonishing what a mere handful of fuel is required to generate steam.

Mr Bartholomew is playing to small houses. Graham's clownistic witticisms fall stillborn on the ears of unappreciative audiences, and his—'*Mister* Bartholomew, *what* shall I have the pleasure of doing for you, sir?' which was wont to set Victorians in a roar, fails to raise a smile on the countenances of a Portland house. General Silas is here, as small as life. He, too, is not appreciated except by a mischievous monkey owned by a cigar dealer on Front street, who, the General complains 'nips' his leg every time he passes the store.

In theatricals nothing is doing. The Willamette theatre is poorly adapted for a Temple of Thespis. Oro Fino Hall is a fine structure, but being unprovided with scenery is unsuited for theatrical performances.

I met R B Haines, the indomitable gentleman who carried the telegraph line to Fraser River. He and his family are suffering from fever and ague (a somewhat prevalent complaint) and the worthy superintendent retires to enjoy his noonday 'shake' as regularly as he used to enjoy his *post-prandial* meerschaum at Victoria. Haines is building a line from here to the Dalles, about 100 miles north of this point.

One runs against former British Columbians at every turn. They inquire anxiously as to the health of old acquaintances and the prospects of the Colony, and appear delighted when I tell them affairs are brightening there. From their observations I gather that business here, notwithstanding its activity, is overdone in some branches, and that a small capitalist has not the same chance for success as at Victoria. They speak of high taxation, too. From all I can glean, I am of opinion that should the slightest inducement be held out during the coming summer you will receive a considerable accession to your population.

The weather has been very fine—rain having fallen but once since my arrival. The health of the place (barring the "fever 'n' agur") is good.

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In this class of diseases may be cured by well rubbing the Ointment, three times a day, upon the throat, chest and back of the patient. It will soon penetrate and give immediate relief. In all stages of Influenza, Colds and Bronchitis, this treatment may be followed with efficiency and safety—indeed, it has never been known to fail.

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Beware of this dangerous and stealthy complaint which frequently creeps upon us by slight squeamishness or trifling laundice, of which little or no notice is taken until the legs begin to swell. The cause of the evil must be looked for in the liver and stomach, therefore set to work earnestly by taking Holloway's famous Pills according to the printed instructions and rubbing the Ointment very effectively over the pit of the stomach and right side where those organs lie. Most dropsical cases will readily yield to the combined influence of the Ointment and Pills.

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These complaints are most distressing to both body and mind, false delicacy concealing them from the knowledge of the most intimate friends. Persons suffer for years from Piles and similar complaints when they might be Holloway's Ointment with instant relief, and effect their own cure without the annoyance of explaining their ailment to anyone

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and Sand Flies,	Gout,	Sore Heads,
Coco-bay,	Glandular	Tumours,
Chiego-foot,	ings,	Ulcers,
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Corns, (Soft)	Rheumatism,	

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