

now very much taken up all of Monsieur Ollivier's sympathy felt for the man who had laid it as to us and the public who took no interest in such matters. The ability of a cable of 2000 miles in length, sunk in the ocean, to convey the manipulations of the telegraph successfully and for any length of time through it, was a matter of almost universal doubt. Nothing aided more to strengthen that impression than the record kept by the electricians on their respective portions of the cable in 1858 from mid-ocean to the shores of the two continents. Weak, variable, uncertain, there seemed no indications of a power to predetermine the supply of commercial communication thereon—at least, so far as public knowledge of that interesting voyage was received. And when it reached the shores, and all the world seemed to want to talk through it, it was found that outside of a few feeble utterances, which to this day are erroneously believed by many never to have been made, that cable was simply a success of engineering skill in stretching a dumb bond between the Old World and the New.

MARCH OF GARIBALDI.
The arrival of Garibaldi in the cause of great wonder. Everybody asked him to take part in the coming to give aid to the Philistines, or simply to pay the price of his long-promised aid at Venice writes us that he has chosen the present as his promise to the City ally with a view to the days ago a journal, which is the organ of the opposition number, and the first type, and in the form of the following appeal: "2d, 1867.—Citizens to whom it is necessary for the cause of the oppressed and the endangered to be accomplished. The object ought to be directed against the new partisans of *liberticide* votes, not the satellites of the Empire and the Paulexions can either ruin or make of our nation a focus of our preparation subjects and soldiers an authority unimpeded, and not allow itself to be disordered and corrupted these obstinate enemies of civilization, we must use of harming us. The action ought to be Congress, intellectual and of the people; and the fortune. But as our calls at this day keep world in suspense our will be the vindication of the triumph of the people, then, every man. Your notes of what government we ther we deserve to be a

LIBERAL.
The liberator has created penicula. The interest who up to the present with elections, may more energy to the creating its action, but a substance of the understanding between the impossible. But in the most of the opposition their election to the favored of the clergy, which happened in France from 1830 to m Garibaldi designates clerical party are on and his colleagues, strong and the clerical will not be a little *guardia*, which began oke, is destined to re- has decidedly entered Notwithstanding this reason think that Greece Garibaldi's journey. As now at his feet, the through which he him as if he were a

MISSION TO SAN FRANCISCO.
If an attaché of your gone below for the money from American Government to wish and glorify the Government, I wish to publication here of a principles and publishers, would not be commensurate, if not a either it would not be government to arrest concerned in the pub not be that foreign to control our press el. How long would be allowed to make Francisco? Not a noteporary can exist people of this place to its vagaries being our people decline is forced to resort to the means to ram its throats to the end ay go forth as the peacemaker Islanders, I voice and my hand

MEDICUS.

The Weekly British Colonist and Chronicle.

CHRONICLE.
Tuesday, May 28, 1867.

The Confederation Scheme—Important Despatches.

We understand that despatches of an important nature were received by Governor Seymour on the arrival of the last mail from England concerning the Confederation scheme. The Governor, who was at Yale, with an excursion party, immediately hurried down to the capital to transmit his answer. In the despatches His Excellency is advised that the first measure to come before the Confederated Parliament of Canada, in August, will be one to include in the Confederacy the whole of British North America, with the exception of those Provinces that decline, through their representatives, to join it. His Excellency is urged to lay the matter before the Council at once, and to request their voice upon the advisability of British Columbia being included in the Union; and he is authorized to state that the debt of the Colony will be assumed by the Confederacy, and its payment, if necessary, guaranteed by the Imperial Government. Our Council, it will be remembered, voted UNANIMOUSLY in favor of Confederation on the 21st March. These despatches, taken in connection with the encouraging letters received by Mr Waddington with regard to the progress of his scheme for an Overland Railway through British territory is making in London, point to a speedy settlement of all our troubles and the formation of a Responsible Government almost immediately. Hurrah for Confederation and the Overland Railway!

Confederation Imminent.

The substance of the Government despatches, which we publish above, leads us to indulge in the hope that Confederation with the Eastern Provinces is imminent. Confederation is the only change within our reach that can benefit us. Some imagine that Annexation would enhance the value of real estate and enable them to dispose of their property to advantage; but our *beau idéal* of a Brother Jonathan is not that of a man who goes rushing around the country with a pocketful of "rocks" seeking for town lots and tracts of farming land upon which to drop a portion of his wealth at the first invitation. Our idea of Jonathan is that he is a "cute, far-seeing man, with a great deal of native sharpness, who is oftener on the lookout for buyers than he is for sellers, who can scent a bargain "afar off," and who seldom makes an investment until, like Davy Crockett, "he's sure he's right," when he "goes ahead." Depend upon it, if this country be ever annexed to Uncle Sam's territory, the advantages would prove to be more imaginary than real, and less stable and enduring than those which must assuredly flow from Confederation. In discussing this question we have not alluded to it as one of loyalty; but we have discussed it with a view to see which policy would benefit the Colony most—Confederation or Annexation; and we unhesitatingly pronounce in favor of the former. If we get Confederation, we shall secure first a wagon road across the continent, and, second, a railway to connect with the Grand Trunk of Canada. With a railway through British territory, Victoria is certain to be the British metropolis of the West Pacific, and for the very good reason that there are no safe or commodious harbors on the mainland from which she may fear competition. But if the island is ceded to the Americans, the combined interests of Vancouver Island could not prevent the American town of Seattle, with its spacious harbor and its situation at the terminus of the Naches Pass—the finest natural pass through the mountains on the Pacific slope for a railway—from becoming the metropo-

lis of the North Pacific. The only salvation for Victoria is in its remaining a British city. From its insular position, as an American town, it would have been swamped in 1858 by Whatcom or Semiahmoo, or by Port Angelos in 1862. It started in the race with those towns, and what has American connection done for them? Nothing. It left their buildings to rot and tumble to pieces, while Victoria grew and flourished simply because it was a British city. Had Vancouver Island belonged to the Americans, Victoria would hardly have had an existence. Bad Government has brought us to our present position; but we are persuaded that we only need two things to give us another start in the right direction, viz.: Confederation with the Eastern Provinces, and a cheap and efficient form of Government. For these we are determined to labor henceforth earnestly, deeply impressed as we are with the belief that they are the only changes within our reach that will conduce to the permanency, happiness and prosperity of the country and its people. We believe these changes are imminent—nearer than many imagine. The reputation of Governor Seymour is at stake, and it is his interest to urge Confederation as the only means of preventing a crash that will involve him in its ruins. His Excellency will return a favorable answer to the despatches, and the rest of the work will be left to the Canadian Government to perform.

Colonial Finances.
It is not generally known that several days ago the Government checks on the Bank of British Columbia were thrown out. The Bank has credited the Government with the amount on deposit at the time the checks were dishonored. The total debt due by Government to the Bank is about \$280,000, and as the colonial credit is in equal bad odor at the Bank of British North America, a place of deposit has been chosen in a Wharf street warehouse. This action on the part of the Bank will hasten to bring things to a crisis, and clear the political atmosphere. The sooner it is known at Downing Street that the Colony is bankrupt, the sooner we shall have a change in the administration of our affairs. Let the truth go forward as speedily as possible. It is high time the Government tumor with which we are afflicted were brought to a head and lanced.

Thursday, May 23th.
The "DAILY TIMES."—When this mammoth journal was introduced to our community great things were expected of it, and had it forced itself by sheer literary strength into notice, its support, peculiarly speaking, would have been undoubted. But misfortunes have accumulated on its head, and from authority which cannot be questioned, we are prepared to say, financially it is a complete failure, as on Saturday night last past, when its poor, hard-working printers looked forward with expectant glance for "coin," none was to be had, as the assessments had been all swallowed up, leaving the concern seven thousand dollars in debt. One of the small stockholders offered his stock (one thousand dollars worth) at the villainously low price of eighteen cents on the dollar, and no takers at that. Now, this sort of thing will never do, as more was, and is to be expected from the number of high school graduates, who write long leaders, big words, and say nothing, who are attached to the concern.—S. F. News Letter.

THE REGATTA.—A meeting of the Regatta Committee will be held at the Bee Hive Hotel at 4½ o'clock this afternoon to complete arrangements for the meeting to-day and receive the entries. A great day's sport is anticipated. A large number of boats have been entered, and in addition to our native talent, "crack" rowers from the American side have consented to take part in the sport and exhibit their muscle. The rowers will dress in colors. Almost every object that will float has been engaged for the occasion by pleasure-seekers who desire to see the sport—including lumber from Sayward's yard.

OFFICIAL NOTICES.—The Government Gazette announces that the hon Mr Saunders will take charge of the Lillooet District vice A. O. Elliott, Esq., and that hon Mr Cox will take temporary charge of the Columbia District vice hon Mr O'Reilly. Also that the duties of Sub-Accountant at Victoria, hitherto performed by A. Watson, Esq., will for the future be under the superintendence of the Collector of Customs.

The gun heard at nine o'clock last evening was fired from the Shearwater.

WEEKLY COLONIST AND CHRONICLE.

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THE CELEBRATION OF HER MAJESTY'S BIRTHDAY.

At no period since the settlement of this Island have the preparations for the observance of Her Majesty's Birthday been so general or on so extensive a scale as now. Every place of business in the city will be closed on Friday, and the population will repair to the rural districts to enjoy the holiday as best they can. As the weather will be fine, a damper cannot possibly be thrown upon the day our countrymen will be joined by a large number of people from Olympia, who are expected to arrive by the steamers *Eliza Anderson* and *New World* this evening. We hope that a cordial greeting will be accorded the strangers. H. M. S. Shearwater, which entered the harbor last evening, will fire a royal salute at sunrise, noon and sunset. The steamer *Isabel* will start for San Juan Island with the Mechanics' Institute Pic Nicers on board, at 8 o'clock, sharp, to-morrow morning, and will return the same evening. Efficient musicians will accompany the party and there will be dancing on the deck of the steamer and over the shady lawns of the lovely strip of disputed territory. Refreshments will be supplied by Bailey, the well known caterer, from whom all the "creature comforts" may be obtained at a moderate charge. The Grand Regatta on the Arm will commence at 1 p.m. The boats will start from the H. B. Co's wharf and stop at Curtis' Point. Every boat in the harbor has been engaged for the occasion, and the attendance will no doubt be large and the enjoyment unalloyed. Refreshments may be obtained by parties attending the Regatta at Beecroft's Gorge Retreat and from Mrs McDonnell, at Curtis' Point, where seats commanding a fine view of the Regatta may be obtained. In the evening there will be a "hop" at the St George Hotel, a Soiree by Maguire's Band at the St Nicholas, and a theatrical performance by the Marsh Troupe at the Theatre. On the whole, we have never known a more patriotic feeling to animate our people than that which inspires them on this occasion, and the efforts of interested parties to make it appear that the hearts of the colonists are turned from their loyalty and are seeking the first opportunity to cast aside their allegiance to the British Crown, are flatly contradicted. We wish all our readers a pleasant and enjoyable holiday.

TRoublesome.

Mr Fisher, from the West Coast of the Island, reports that the Indians in the vicinity of Barclay Sound are becoming troublesome and threatening. They use violent language towards the traders and are in the habit of annoying in various ways the whites who come among them. A visit from a gunboat occasionally would prove useful in keeping these unruly savages within bounds.

DESCENT UPON SUGGLERS.

Yesterday morning three men were arrested charged with smuggling goods and liquors from Victoria. One of their number turned States' evidence, and is bound over to appear and testify against his coadjutors. Other parties who have been engaged in the business are fearful of being connected with the matter. A considerable amount of liquor and other property has been seized.—Portland Herald.

THE "COLONY" AND ANNEXATION.

The *Columbian* says the *Colonist* has just recovered from a "severe attack of Annexation fever." Our cotemporary has been reading the *News* and is misinformed. The only "fever" with which we have been afflicted of late manifested itself in an expression of indignation at the extravagance of the Government and its utter disregard of the requirements of the Colony. "Only that and nothing more." And, we may add, the "fever" has not yet subsided.

IMPORTANT DISCOVERY.

We hear that the Hudson Bay Company's agents have discovered a practicable pass through the coast range via Gardner's Inlet, Lake Francois and Lake Fraser to Fraser River. Goods landed Gardner's Inlet may be carried through the coast range to Francois Lake, where they will be put in canoes and boated through Fraser Lake and its feeders to Fraser River and Quesselmouth.

MAN-OF-WAR IN THE HARBOR.

H. M. S. Shearwater, Capt Smith, 4 guns, 710 tons, and drawing 14 feet 6 inches, entered the harbor at 6 o'clock last evening and dropped anchor off Sayward's lumber yard, in preparation for the salutes in honor of the Queen's Birthday. Mr Tibcomb, the pilot, brought the Shearwater in without difficulty and before the water was at its highest stage.

THE GORGE ROAD AND BRIDGE.

Mr Piddell and a large gang of men were engaged yesterday in cutting a road from either side of the Gorge to connect with the Craigflower and Burridge roads. A raft of timber was towed to the Gorge yesterday, and the stringers of the new bridge will be thrown across to-day. It is hoped the work will be completed to-day, so that vehicles may safely cross to-morrow.

AN ANNEXATIONIST.

Yesterday an individual was heard to declare that nothing could save this colony from total ruin but annexation. He is a member of the chain-gang. The right man in the right place!—B. C. Examiner.

QUICK TIME.—Mr W. H. Sutton, of Yale,

forwarded 6000 pounds of freight from Yale to William Creek in sixteen days. The time allowed for delivery according to contract was seventeen days, and had Mr Sutton all claim to payment for the same would have been abandoned.

SILVER AND LEAD DISCOVERIES.—A piece

of rich rock, weighing 180 pounds, has been blasted from the Cherry Creek ledge, Samples of lead ore, from Shuswap Lake, assayed at Westminster, have yielded at the rate of 64 per cent. of lead and \$23 of silver to the ton.

THE SHEARWATER COMPANY LAST EVENING

delighted the strollers across James Bay bridge with sweet vocal music, accompanied by the bugle and flute. Several fine ballads were sung with excellent effect, and "Cheer boys, cheer!" floated encouragingly upon the air as a *finale*.

FORTY-NINE CREEK.—The Examiner has

news from this creek to the effect that only nine claims are taking out wages. The farmers at Fort Shepherd, having no market for their produce, had abandoned their farms and gone to the diggings.

MACADAM ROLLER.—We observed a heavy

iron roller, drawn by two horses, at work yesterday on Fort street. Its purpose is to roll and render smooth for traveling the Macadam recently laid down.

THE NINE O'CLOCK GUN FROM THE SHEAR-

water quite startled the good folk of the city out of their propriety last evening. Its discharge regulated all the watches and clocks in the town.

CHALLENGE.—"Frenchy," a well-known

boatman, will make a match with any man in a Whitehall boat, for \$50 to \$100—application to be made at Round the Corner Saloon to-day.

THE STEAMER ISABEL, CAPT STAMP, RETURNED

from New Westminster yesterday. Among the passengers were Robt Bishop, Esq., of this city, and F. W. Foster, Esq., of Lillooet.

IT IS EXPECTED THAT 4000 INDIANS WILL

congregate at Westminster on Queen's Birthday. The Governor has decided to give them presents, treacle and hardbread.

THE TOWN SCAVENGER HAS SET VIGOROUSLY TO

work cleaning gutters of the filthy deposits, and we shall have a sweet-scented town for Queen's Birthday.

THE N. Z. SHIP PARISIAN WILL SAIL FROM

the outer harbor to-day for Auckland. She will be towed below the Rocks by the steamer *Isabel*.

THE ENTERPRISE ARRIVED DOWN FROM THE

Fraser at 4½ o'clock last evening. Among the passengers were Messrs Barnard and Blinksen, and Revs. Jamieson and Crosby.

ARRESTED.—George Ladd, formerly local

reporter for the *Oregonian*, was arrested yesterday, on a charge of smuggling goods.—Portland Herald, 17th.

ANDREW KIFFER, WHO WAS ACCUSED OF AS-

saulting a squaw, was ordered to find security by Mr Pemberton to keep the peace for six months and to pay the costs of arrest.

SALMON ARE BEING PACKED IN KITS AT NEW

Westminster.

THE RUSSIAN AMERICAN TELEGRAPH.

ITS ABANDONMENT BY THE WESTERN UNION TELEGRAPH COMPANY.—CORRESPONDENCE WITH THE SECRETARY OF STATE.

EXECUTIVE OFFICE, WESTERN UNION TELEGRAPH COMPANY, New York, March 26, 1867.

Sir,—This Company having, after a careful examination of all the facts in the case, determined to suspend work on the construction of the Russian American (Collins') Overland Telegraph, deem it due alike to our own honor and to the services you have so generously and intelligently rendered us in this international undertaking, frankly and fully to state the causes which have led us to such a decision.

The lines of this Company having been completed to New Westminster, the capital of British Columbia, that city became the starting point for the line to Russia. With greater ease than the building of the line from Chicago to San Francisco, 850 miles of the line were erected, and the wires connected to the banks of the Simpson River. Beyond it only needed a vigorous and intelligent commissariat to overcome the difficulties of transportation, and push the construction of the line to the Behring Sea and on to the terminal point of the mouth of the Amoor.

Indeed, at every forward step made in this great work, difficulties vanished as resolute bands approached them, and were found to be fewer than were at first contemplated. Not only so, but most important information respecting the navigable character of the northern streams has been secured. The Steeken has been found to be navigable for boats of considerable size for 150 miles from its mouth, and that steam vessels can ascend the Knikhepak and Yukon Rivers for probably 1000 miles from the Pacific.—Two facts of great importance, and furnishing unexpected aid in the distribution of material.

On the Asiatic side our explorations have also proved that the Anadir river can be navigated at least 250 miles from the sea, and that there is abundance of timber on its upper waters suitable for our purposes.

Everything conspired to render the whole scheme more and more practicable as the labor upon it progressed. No want of capability to complete the work contemplated led to our recent determination to suspend operations thereto. The cause of that suspension we now proceed to state.

The successful laying of the Atlantic Cable in 1866 developed, in process of time, several important facts, as unexpected to the Company who laid it as to us and the public who took no interest in such matters. The ability of a cable of 2000 miles in length, sunk in the ocean, to convey the manipulations of the telegraph successfully and for any length of time through it, was a matter of almost universal doubt. Nothing aided more to strengthen that impression than the record kept by the electricians on their respective portions of the cable in 1858 from mid-ocean to the shores of the two continents. Weak, variable, uncertain, there seemed no indications of a power to predetermine the supply of commercial communication thereon—at least, so far as public knowledge of that interesting voyage was received. And when it reached the shores, and all the world seemed to want to talk through it, it was found that outside of a few feeble utterances, which to this day are erroneously believed by many never to have been made, that cable was simply a success of engineering skill in stretching a dumb bond between the Old World and the New.

Experiments in Europe with subterranean and extended submarine lines were unsatisfactory and discouraging. They generally revealed such a detraction of the electric fluid, such a want of ability to perform prompt and accumulated service, as to discourage their general use. The current over the cable was known to be of such tenacity that the human eye could not catch the motions of the mechanism except by the aid of a strong light applied to the motive part, revealing by radiation the wall the pulsation which the finger could not feel and the eye could not otherwise detect.

To satisfy European commerce by such means seemed impossible. Even had that cable continued to work, it was reasonable to presume that with so slow a process of transmission there was business enough for the quicker manipulation of a telegraph by land, although it was obliged to shoot its messages over three-fourths of the surface of the globe.

Under such circumstances, what was our duty? Government, for the sake of national pride and governmental uses, might have been justified in pushing the work to completion, even if it should cost a large sum annually to maintain it. Russia must, before many years, reach New Archangel, in America, by telegraph, for the simple purpose of her governmental arrangements. But we could not properly employ the capital entrusted to us except under promise of reasonable return from its investment.

The proof that the basis of revenue had been removed was only needed to be complete to make the duty of at once stopping the whole work a stern, peremptory necessity. That proof we have been from month to month receiving. So clear and cumulative has that evidence been, that we have been compelled, though with great reluctance, to acknowledge its completeness and power. All doubts concerning the capacity and efficiency of the ocean cables are now dispelled, and the work of construction on the Russian line, after an expenditure of \$3,000,000, has been discontinued.

Could the Government be induced to prosecute the work now interrupted to some available point in her North American possessions, we will extend and maintain our lines thither, and thus all the objects sought by the respective governments for intercourse would be secured. Time, and the gradual opening up of auxiliary sources of business, might develop a revenue which would recompense for the outlay and delay. Beyond this we are unable to see our ability to go on under the circumstances already narrated.

These matters are commended to your attention. It has occurred to us that you might, through our Minister at the Russian Court, so represent these circumstances, so unexpected and embarrassing to us, as to preserve us in the esteem and favor of that intelligent Government, and lead to the accomplishment of our mutual designs. We have the honor to be, with high regard, your obedient servants,

The Western Union Telegraph Company,
W. WILLIAM ORTON, Vice President,
O. H. PALMER, Secretary,
The Hon William H. Seward, Secretary of State, Washington, D. C.

SECRETARY SEWARD'S REPLY.

DEPARTMENT OF STATE, Washington, March 28th, 1867.
To the Western Union Telegraph Company, New York.—GENTLEMEN—I have received your communication of the 25th at once before the President.

I am not one of those who have been disappointed by the complete and magnificent success of the International Atlantic Telegraph, nor am I one of those who fear that the United States will enjoy less of its benefits than any other nation. I regard it as tributary to the expansion of our national commerce, and, ultimately, of our political institutions, both of which, I think, are impeded by the progress of civilization. I would not have the Atlantic Cable become dumb again even if thereby I could immediately secure the success of the Inter-Continental Pacific Telegraph enterprise, which was committed to your hands. Nevertheless, I profess to a profound disappointment in the suspension of the latter enterprise. I admit that the reasons which you have assigned for that suspension seem to be irresistible. It is impossible for private individuals or corporate companies to build telegraphs without capital; and it is equally impossible for individuals or corporations to procure immediate or at least speedy revenues.

On the other hand, I abate no jot of my former estimates of the importance of Inter-Continental Pacific Telegraph. I do not believe that the United States and Russia have given their faith to each other and to the world for the prosecution of that great enterprise in vain. The United States Government is enlightened and wise. The Emperor of Russia is liberal as well as sagacious. Frank Cretchakoff is a pleasant as well as a frank correspondent. I will, with pleasure, make your explanations known to him, and, with the President's leave, I will ask a cordial answer to the question, "What shall be done next?"

Accept my thanks for the frankness and cordiality of your communication. I am, gentlemen, your obedient servant,
WILLIAM H. SEWARD.