

Tuesday, June 4, 1867.

"London Times" and the "Spectator" on Confederation.

Elsewhere in this issue we produce an article from the London Times of the 2d ult, concerning the cession of Russian America to the United States and its effect upon British Columbia. The Times takes the sensible ground that by confederating the Colonies England creates them into a nation, which is left to carve out its own destiny. Whether it becomes part and parcel of the United States, or remains independent, is a matter of indifference to the Mother Country after the Confederation is once set on its legs. This is what the Confederationists in this Colony are urging to-day—that, if Annexation is ever attainable it will be only through Confederation, and that the concerted action of the whole of British North America will be necessary to bring it to a successful issue. The London Spectator of March 30, assumes that "British Columbia has already joined the Confederation, and that when the Hudson Bay Territory has been purchased, the British possessions on the North American continent will form one State, soon, we hope, to be one nation, strongly allied to Great Britain, but not dependent on her." On the 6th of April the Spectator says that "London was startled on Monday by a telegram stating that Russia had ceded all Russian America to the United States. Cessions of territory by Russia are so unusual that the world was ready to suspect a plot, more especially as the telegram added that Sir Frederick Bruce intended to remonstrate, the cession "blocking up British Columbia." It does not look up British Columbia, and the transaction does not matter at all except to Russians, who by it surrender the design attributed to them of conquering the whole world, and to Americans who have to pay half the price of Louisiana for a vast territory producing chiefly furs, otter skins, and Esquimaux. Except to a hunting company, the whole territory is not worth five shillings, and will be a burden on the Treasury of the United States. The only important feature in the business is the evidence it affords of friendly feeling between the Union and Czar Alexander." On the 29th of March the Times, alluding to the telegram that British Columbia desired to join the Confederacy, says: "The intelligence of the unanimous vote of union with Canada by the Legislature of British Columbia appears likely to bring to issue at length the long pending question of the Hudson Bay Company. The British North American Bill just passed takes powers for the extension of the Confederation to this Colony, and also to Rupert's Land and the North Western territory; but, as several hundred miles of Rupert's Land—that is, of the Hudson Bay territory—intervene between Canada West and British Columbia, it is apparently necessary for Canada to acquire this tract before she can give effect to the vote of British Columbia. It appears that the course which will be at once the most simple and advantageous both for Canada and the company is to purchase that western part of the Hudson Bay territory which describes the United States' frontier on the south, and the line of the Saskatchewan river and Lake Winnipeg on the north, and which would connect Canada with British Columbia. It is the only fertile and colonizable part of the territory, being about two hundred million acres in extent. The Hudson Bay Company would then be left with their vast hunting grounds in the north and east, the abode of the fur-bearing animals, with their coast line and shore settlements, so as to preserve intact the trade which has always been the staple source of their revenue. It is understood that neither the company nor the Canadians are indisposed to such a mode of arrangement, and it has been suggested that the former could hardly do better than apply the indemnity to be obtained in reduction of the amount of their shares."

From the Sandwich Islands.

The schooner *Albani*, Captain Rathbun (formerly of the *Domatilla*) arrived in the harbor from the Sandwich Islands yesterday morning with a cargo of sugar and molasses, consigned to Janion, Green & Rhodes. The following is her memoranda: Left the islands April 29th; first four days had strong winds; had light winds for the next week; since that time had gales and head winds; sighted the west coast of the Island on the 24th May, Cape Flatery on the 25th, and entered the Straits on Sunday morning, the 26th. Through the courtesy of an officer of the schooner we have Honolulu papers to 24th April.

"Kit," for thirty years a pilot at the Islands, died lately. A steam boiler, on a scow that got adrift in October last, was seen floating in mid-ocean as late as January last by the schooner *Milton* Rigder.

The right, title and interest of Messrs Walker, Allen & Co. in the Onomea Plantation was sold at auction by order of the assignees. The mortgage on the place was to secure the sum of \$64,000. No bidders present seemed desirous of purchasing at a higher figure than the mortgage, and the Plantation was struck off to W. C. Parke, Esq.

THE BRITISH BARK EASTFIELD, CAPT. WORTH,

80 days from Manila, with 178 coolies and an assorted cargo of China goods, had arrived at Honolulu. The vessel experienced much calm weather, and had a tedious and irksome voyage. Eight of the coolies died on the passage.

THE RACES were well attended yesterday.

A large number of ladies graced the hill with their presence, and the sport was of a very interesting character. Money changed hands on the result, but the wagers were generally light. Messrs J. D. Pemberton, Harris, Hutchinsoc, Elliott, Reynolds and others of the Committee were indefatigable in their exertions to ensure success. For the Hurdle Race, Howard's "George," Green's "Gray," and Murray's "Bobby" were entered. The first heat was won by "George." In the second heat "Bobby" was withdrawn, and the gray came in first; but as he had neglected to jump the second hurdle, the prize was awarded to "George." The Pony Race was between Richardson's "Punch," Vaughn's "Lizzie," and Howard's "Cafeanlait." The first heat was won by "Cafeanlait," and the second was won easily by "Punch," when "Lizzie" was withdrawn. The third and deciding heat was won by "Cafeanlait" with scarcely an effort. To-day the races will commence with the Queen's Plate, for which Hutchinson's "Butcher Boy," Mills' "Boston Colt," and Shipster's bay mare "Lucy" are entered. The second race will be the "Scurry Stakes," for which the following horses are entered: Hutchinson's "Lumber Jim," Laing's "Lucy," and Howard's "Cafeanlait." For the Innkeepers' Plate, Shipster's "Lucy," Vogel's "Lucy," and Spruclock's "Jack." For the fourth race, Draymen's horses, there are no entrants. The races will commence at two o'clock precisely. Stakes will be handed over at the St George Hotel, on Wednesday evening, and parties who have subscribed money are requested to pay forthwith to the committee.

DESTRUCTION OF IDAHO CITY BY FIRE—

About 11 o'clock yesterday morning, Mr S. E. Briggs, Wells, Fargo & Co.'s agent in this city, received a dispatch from the San Francisco office, informing him of the total destruction of Idaho City by fire on the 18th inst. The news spread like wildfire throughout the city, but more particularly among the merchants, who, we learn, have large amounts of money due them from that quarter. The only hope is that the fire proof cellars have escaped the conflagration. Many of those who have large amounts due them in Idaho City became somewhat skeptical about the veracity of the telegram, believing it to be almost an impossibility for the news to reach San Francisco ahead of Portland. There can be no doubt but that the news is o'er true, and we may expect to learn the particulars soon. One noticeable feature of the whole thing is that this fire occurred on the second anniversary of the first—Oregon Herald, 24th inst.

ALLEGED SMUGGLING—

Vincent Baromovich, captain of the trading schooner *Gazelle*, was brought before Mr Pemberton yesterday on a charge of having smuggled three casks of liquor to the mainland of this colony at a place called Kit-ka-lah. The complaint was preferred by Mr Wm. H. McCrea, of the Customs department, and was supported by the evidence of Michael Neovitch, a hand on the schooner, who testified that he saw the liquor (rum) landed at the place indicated in the complaint. Another witness, also a hand on the schooner, swore that the liquor was landed at Cal-choe-na, in the Russian Possessions, and that none went ashore at Kit-ka-lah. Messrs Drake & Jackson, who appeared for the defence, asked for a postponement of the case until to-day, which was granted.

THE BEAVER has been beached at the Reserve for an application of the scraping iron.

Ten sloops Shark and Red Rover sailed yesterday for the North West coast to trade.

LEECH RIVER—

The mill runs only half a day at a time, and the miners are still exhibiting the patience of Job in waiting for water to wash the dirt. A good prospect has been raised in the bank back of Bacon Bar; but for want of water the dirt cannot be washed at present. Five bears have been shot within ten days past near the river and their meat packed into camp. A man whose initials are 'P. J.' was on Friday notified by a Vigilance Committee that he was about to be tried for theft; he made tracks for Victoria during the night. A prospecting party that had gone over the hills was expected to return on Sunday.

The trial of the new war ship, Royal Alfred, has been attended with very satisfactory results. The ship proved wonderfully manageable under sail as well as steam, and the gun carriages and slides of the 12 ton guns, gave no signs of weakness with the guns firing, singly and in broadside, 40lb. powder charges, with shot. Considerable damage, however, was caused by the tremendous concussion from the explosion of such charges. A large hole had been made in the bottom of the lifeboat, and all light wood about the ship's bulwarks or deck fittings had suffered more or less.

DEADFUL DISASTER AT TILAMOOK BAY.

A gentleman who arrived on the *Fideliter* informs us that on Thursday last a boat containing an American officer and six attaches of the surveying expedition was swamped on the bar of Tilamook harbor, and all drowned save one who clung to the boat. The party were surveying and marking out the channel, Tilamook Bay is 40 miles south of Columbia river.

ARRIVAL FROM PORTLAND—

The steamer *Fideliter*, from Portland, arrived at two o'clock yesterday afternoon, with a number of passengers and considerable freight. She is announced to leave Victoria for Sitka on Wednesday evening, carrying freight and passengers. A quantity of goods marked for Sitka came on the *Fideliter* from Portland.

FROM THE SOUND—

The steamer *New World* arrived from Puget Sound last evening at 7 o'clock bringing a number of passengers and a mail. The political canvass progresses vigorously. A convict named Wilson, sentenced to five years imprisonment, has escaped from the territorial jail.

THANKS.—

We are indebted to H. P. Walker, Esq. for English papers to April 6th; to Captain Kohl for San Francisco papers to May 18th; and Dr Cool, for Portland papers to the 25th May. These gentlemen will please receive our acknowledgments for the courtesy shown.

MAIL AND EXPRESS—

The *Fideliter* brought a late English mail, and an Express from Portland. Captain Kohl brought the bags on the *Montana* to Portland, where he placed them on his steamer and brought them on to Victoria.

RACE DINNER—

The annual race dinner will take place at the St George Hotel, at 7 o'clock this evening. Tickets have been fixed at the reasonable rate of \$1 each, and a jolly crowd will be in attendance.

RETURNED—

Among the passengers on the *Fideliter* yesterday we were glad to observe the familiar countenance of H. P. Walker, Esq. who has just returned from a visit to England.

BLUNDER—

Owing to the blundering of the compositor, three errors occurred by the transposition of words in yesterday's leading article which rendered that portion rather ambiguous.

THE ACTIVE—

The steamer left Port Townsend at three o'clock on last Wednesday afternoon for San Francisco, and probably reached that port to-day.

FAT CATTLE—

Forty head of some of the finest beef cattle ever imported to the city, arrived last evening from the Sound, for Hutchinson & Co., Wharf street.

Summary Court.

[BEFORE CHIEF JUSTICE NEEDHAM.]

MONDAY, May 27, 1867.

McKay v. Southgate—Action brought to recover the sum of \$100 for use of plaintiff's rooms and for refreshments supplied by order of Sproat and Young's Committee in the contested election with DeCosmos and McClure in 1865. Plaintiff and other witnesses were examined in support of plaintiff's case, from whose evidence it appeared that the defendant was the Chairman of the Election Committee, and plaintiff proved distinctly that a resolution was passed by that Committee appropriating \$100 to pay plaintiff for the use of his room and refreshments. It transpired, however, on questions being put from the bench, that plaintiff was merely a member of the Committee and that he had subscribed \$10 towards the election fund. Upon this the Judge held that plaintiff must be non-suited, his action not being maintainable at law; but he also stated that plaintiff had his remedy against defendant and his co-members of the committee by filing a bill in equity, and that the committee were in honor bound to arrange the matter without it being brought before him again. Mr Bishop appeared for the plaintiff and Mr Green and Mr Peakes for defendant.

McGowan v. Foster—Suit brought to recover \$220. After a long argument it was agreed to try the case by jury on Monday next.

Letter from New York.

(San Francisco Bulletin Correspondence.)

NEW YORK, March 31, 1867.

SPREAD OF CORRUPTION IN THE LEGISLATURE—

—TRIUMPHS OF THE LOBBY.

If a title be true of the corruption charged upon the members of many of our Legislatures, and if they represent the average morality of their constituents—which last, far be it from me to admit—then, indeed, must it be confessed that civic virtue has sadly declined since the last generation, and that we of this are wholly given over to rottenness and all manner of abominations. This vice of bartering votes for money or the promise of political preferment has not extended in its more brazen phase to some few of the Legislatures, and to their credit, be it said, has gained but little away in the New England States, but in most it is rampant, and so common has it become, that men now seek the laborious and ill-paid position of Assemblyman or Senator as a valuable franchise, the profits of which they calculate with as much nicety as does the trader on his wares. This seems especially true in the two great States of New York and Pennsylvania, and the once staid and sober old State of New Jersey sandwiched between them, has imbibed the taint and is now as bad as the worst. In these States, where there is a great concentration of population and capital, which disburse annually so many millions of dollars that a few hundred thousands directed to private uses are scarcely missed, which contain two such immense cities as New York and Philadelphia, so fruitful of franchises and "good things" as fairly to make the mouths of speculators and lobbyists to water, corruption has become a profession, with its greater and its lesser lights, its able leaders and its "retainers," and its contingent. Members are ticketed at their purchasable value, and but too often have their recognized go-between or brokers, through whom alone approaches are made, and whose pledge is accepted as binding upon their man. The lobby discuss the value of members, and beat down their price like the vilest old woman squabbling in market over the price of garden "truck." Woe to the greenhorn who has not yet been posted as to the ruling rates for votes, and his ignorance cuts under the market. He is long quoted as "a cheap man." You hear from his buyers as "a cheap man." You hear from the lobby such remarks as, "Oh! Jones is a \$100 man, but it will take big money to fetch Simpson, and as for Timmins, he can't be bought on small jobs. It is only on the big schemes when the price runs into the thousands, that you need approach him." If a member has once been bought during the session, it is soon known to the whole fraternity of lobbyists, and the price carefully ascertained and recorded. After that there is no hesitation in negotiating with him whenever his vote is necessary. You in California had some little experience in this kind of business, particularly in those good old days, when water-front extensions and bulkhead bills threatened you; but the California lobby are bunglers, mere tyros, compared with the accomplished and seductive masters of the art at Albany and Harrisburg. Never were they in such feather as now; never had they so fine a season as this winter; never were jobs so abundant, profits so heavy.

PROFITS OF THE LOBBY—WHAT IT COST TO

CARRY ONE BILL.

The winter campaign of 1867 has not yet closed, and so we are unable to foot up the books. We can only estimate the gains from the briskness of the trade. But the lobby returns of last year are out, and from them we may gather a pretty clear idea of the profits of the business. That you may clearly understand the operations, I should tell you that the N. Y. Central Railroad stretching across the State from Albany to Buffalo and Niagara, and upon which numerous thriving cities and towns are strung, as jewels upon a necklace, is an immense corporation whose receipts aggregate four or five millions of dollars a year, and whose stock is one of the fancies of Wall street with which the speculators have long been playing battledore and shuttlecock. This company is forbidden by their charter to charge more than two cents a mile for way passage. Ever since the war began they have been seeking authority to raise their rates to three cents; this year they raised to two and a half cents per mile. After great labors, they succeeded in securing the passage of the necessary law by the Legislature of 1866, but the Governor vetoed the bill, and they had no money enough to pass it over his head. It is now a matter of calculation that this company have spent over half a million dollars to promote or prevent legislation. The amount expended on the last legislature and its baracades somewhat exceeded \$100,000. The historian of the campaign avers that it cost forty odd thousand dollars to carry the bill through the Senate. It received 19 votes in that body, of which 13 had to be paid for, and some of them at ruinous rates. The price of votes varied according to circumstances, \$25,000 was the maximum, and 2,000 the lowest. The greedy ones sold early and went cheap; the long-heads made a waiting race and won heavily.

HOW MANY WERE BOUGHT AND WHAT WAS PAID FOR THEM—THE MARKET STIFF.

The last man commanded his own price—\$25,000 was the figure. The cheap fellows, part of whose fee was contingent on the passage of the bill, denounced him for his rapacity, he was risking their fee by holding out for such an unreasonable sum. A very few Senators voted for the bill without stipulating for their reward in advance, relying upon the "gratitude" of the Company for compensation for their wear and tear of conscience, and they were not disappointed. Corporations have no souls, yet they can be grateful. It cost \$12,000 to get the bill reported by the Railroad Committee to the Assembly. A going appeared the struggle, the discussions to arrive at a conclusion. It was only to give time for the negotiations. Between 40 and 50 votes were paid for, at prices varying from \$300 to \$2,500 each. The remainder of the \$100,000 was given

to the Lobby, of which the ablest staff was retained. The bill is up again this year—the Lobby is as busy as bees, but votes are not so high as last year. The market may be quoted as comparatively flat, for little has to be paid now for conscience; and, besides, many of the heaviest purchases of last year have been selected, and it is claimed as hardly fair that they should demand a second price for an article they have already sold once. Wherefore all this infamous corruption? what the inducement for all this monstrous expenditure? It may be asked.

HOW DIRECTORS MANAGE THEIR TRUSTS—

SLAUGHTER OF THE INNOCENTS.

Are the officers and directors of the Company so zealous for the promotion of the interests of their stockholders? Not a bit of it. It is their individual profit they are seeking—it is to fill their own pockets that they are thus recklessly squandering the Company's earnings, and draining "the secret service fund." It has been the custom for heavy stock operators to struggle and intrigue and cozen for positions on the Board of Directors of the leading railroad companies whose stock and bonds form the staple of the transactions in the Stock Boards, that they may so mould the management as to depress or split the stock suddenly; and they are just as willing to depress as to elevate it. This gives them the inside track, and being generally "the inside operator," and commanding immense capital, they can safely enter the market in advance of the other, terminated action in their Company Board, and buy "long" or sell "short," according as the move upon which they have agreed, is calculated to raise or bear the stock. Their intentions are of course kept a profound secret from the rabble of stockholders and the outside public, until they are all primed, and then the signal is given—the mine is fired and the flutter of lame ducks is heard all through Wall street. If they have decided on bearing their stock, God help the holders who have bought on "margin," and nobody here buys on anything else.

A SMASHING JOB—A MILLION BAGGED.

'The Street' is still ringing with 'a little operation' of this character, in which the Directors of a favorite company unexpectedly reduced the dividend to one-half the usual amount—the victims say without the slightest necessity, as the Treasury was plethoric—fully able to stand the usual dividend. Down—down, went the stock; now with a glide, again with a jump, until men started and holders were paralyzed to see a stock, long quoted at \$220 to \$260 sink to \$119. The Company realized a clean million out of one operator who had brought 50,000 shares at 200, and obtained advances on a large portion of them at something near a large figure; and he paid it like a man. The destruction by scattering shot, among the smaller birds in the flock—the ton-tite of the street—was mournful to witness. Their lamentations still stun the public ear. A similar game has been played in almost every leading railroad stock—the Directors sit like spiders in their corners watching a favorable opportunity to pounce upon their victims; and yet "the street" and outside buyers will double in these stocks, "going it blind," and before they get through they are raised out of their boots. Hence it is that so few Wall street operators of moderate capital survive much over a year or two. The millionaire in the Directory rake it all.

Municipal Council.

TUESDAY, May 28, 1867.

Council met last evening, His Worship the Mayor in the chair.

Permission was granted Stephen Whitley to lay a sidewalk.

Permission was granted Biggs & Co. to raise sidewalk on Broad street.

A copy of the *Pacific Coast Directory* was ordered for the use of the Corporation.

Willis Bond was granted permission to move a house from Figuard to Rae street.

Committee on streets was instructed to ascertain the repairs necessary to streets, and to report at the next meeting of the Council.

Council adjourned until Wednesday, at 2 p. m.

Bankruptcy Court.

[Before Chief Justice Needham.]

WEDNESDAY, May 28, 1867.

Re Thomas Harris—Last examination passed, and ordered that notice of discharge be given for 12th June.

Re Geo. Balls—Came up for first examination. A Banster appointed creditor's assignee. Adjourned for a fortnight.

Re S. T. Wilcox—In this estate, F. V. Lee was appointed to collect the debts due bankrupt at Cariboo.

Re Fuca Straits Coal Co.—Assignee's costs ordered paid.

Re Otto Carl—(Adjudicated a bankrupt in 1864)—Application by H. Kohlmann for unpaid dividend of \$20; ordered to be paid.

THE NORTH AMERICAN CONFEDERACY.

A London paper, of March 16th, says: "The New Englanders seem to be in a panic about the Canadian Federation, which they call a breach of the Monroe doctrine, as it will tend to establish a kingdom on the Northern frontier. They think that if Prince Alfred is the Viceroy he will soon become King. We do not quite see what the Americans are afraid of. Till Canada separates from England the Viceroy cannot be a King. When it separates from England it will lose the strength of the English Army and Navy, and be a much less formidable power than it now is. What is it they dislike?—the mere name of a monarchy? A constitutional King is, after all, only a Governor General, with much diminished power."

THE VICTORIA CROSS.

Saturday's *Gazette* contained a warrant issued by the Queen under which the decoration of the Victoria Cross may be conferred on persons serving as Volunteers in any of the Colonies, and who may perform deeds of gallantry in the service of their country.

Tuesday, June 4, 1867.

Reciprocity.

When the Reciprocity the British Provinces was it was openly avowed that the United States was about to "starve the Union." It was generated and repeatedly announced the columns of the American press that the British Provinces must strike their colors. Uncle Sam to hoist his Star Banner over their territory gave the Reciprocity Treaty the great Thad. Steyer placed in the House of Representatives and the absorption of ground that England of the Continent will be but the a few months." But he proved that the great American statesmen was a prophecy. The Provinces so loyal or so prosperous now nearly a year since the policy of the United States tended to their commerce of making them desirous of themselves to the United States the action of Congress them to look abroad for a substitute for the market. In place of imitating the the half-cracked pack humpbacks of Vancouver sighing for what—if the the brains of an oyster be well aware they could not the men of Canada want. They had observed that on account of cheapness quality, had always been West Indian and South American merchants who visited the American marts to replenish stocks, and they saw that the gation of the treaty would those goods from the States. tion was immediately not trade directly with the dies and South America merchants of the Province despatched their agents countries. These agents told that they could understate twenty-five to thirty per American manufacturer, and cured the trade that had years been enjoyed by Boston and New Orleans as it may seem, the merchants of Canada have made progress since the abrogated treaty. Montreal, alone, sold forty per cent more during any previous year. of Quebec and Toronto in corresponding ratio—and an adian produce, goods, land and France await the lakes and the St Lawrence for fulfilment, while the Provinces, in 1866, furnished tons of shipping and supplies than one-fourth of the were launched under the British flag. The people and the Government brought to rely more on own exertions than on the pickle temper of a powerful for their material growth and industry; and American statesmen now be convinced that, although Canadians may, at some future time be coaxed into the Union, that to be starved or driven into command the self-reliant, the attitude of our transmontain countrymen to the study weak-kneed British Colonies foolishly imagine that there security nor prosperity to anywhere on the continent near the shadow of the stripes. A renewal of the Reciprocity Treaty would certainly be a boon to the Canadian people on an basis; but American merchants never hope to win back to the West Indies or South America which the cheapness of Canadian produce and the energy of Canadian manufacturers have wrested from them so taxation in the United States at its present withering, crustal