



The Tragedy at Port Townsend.

The awful tragedy that has involved the instant death of two human beings—cut down in the full bloom of vigorous manhood—and the mortal wounding of a third, has filled the public mind of Victoria with horror. A knowledge of the fact that in a Christian community, within full view of quiet homes and the sound of the churchgoing bell, and in the broad light of day, an event so terrible in its character could occur, is scarcely credible; and when one lays down the newspaper that contains the frightful tidings, he is almost ready to believe that the narration is an overwrought romance of the G. W. R. Reynolds school of literature. Unfortunately, however, the narration, which is of a most extraordinary character, is too true. A member of the American bar, a resident of Port Townsend, the seaport of the adjoining territory of Washington, is directed to settle the accounts of a number of sailors with the American ship Southern Chief, of New York, which vessel they had left. The vessel was lying at another port, whither the lawyer proceeded and effected a settlement retaining (according to a previous agreement) one-half of the amount received as his fee. Whether rightfully or wrongfully, the lawyer is accused by his clients with having swindled them; and when, with his wife and child, he steps ashore from the steamer, on his return to Port Townsend, he is set upon by the sailors, beaten, driven back aboard the boat, and warned never again to set foot in the town. Being unarmed, and unable to protect himself—the officers of the law declining to interfere—and denied an opportunity to explain, the hunted man comes to Victoria with his family and prepares himself for a deadly conflict. He makes no secret of his intention of returning to his home and asserting, at the peril of his life, his rights. During his absence the sailors indulge in loud threats against him. The fact that he is to be assaulted is so notorious that a large number of the male inhabitants of the town, as the steamer is reported to be approaching on her return from Victoria, assemble on the wharf to witness the encounter. Yet the officers are not to be found. The owner of the wharf, who appears to have a vague idea of what is to happen, warns the sailors of the risk they run, and implores them to leave the vicinity. The doomed men pay no attention to the appeal, but pass down the wharf to meet their fate. The steamer approaches the landing place; the passengers mostly debark, while the trembling wife of the threatened man is first sent on shore to exhortate with the sailors and urge them not to molest her husband who, meanwhile, exhibits himself on the hurricane deck with a double-barreled shotgun in his hand. She is insulted and ordered to rejoin her husband. No friendly hand or voice is raised in her behalf among the many who stand around watching and waiting for the denouement. Presently the husband, with gun fully cocked in his hand, followed by his wife carrying her infant, steps ashore and walks up the wharf. Here they are joined by a brother of the wife, and the three proceed in company towards the town. When but half the distance has been accomplished, they are met and their way blocked by three of the sailors. The lawyer steps back, levels his weapon and orders them to leave his path. They disregard the warning and rush on. A little puff of smoke—a sharp report, and a piece of insensate clay occupies the spot whereon a living human being stood but a second before. A struggle between the homicide and the remaining sailors follows—another puff of smoke—another sharp report—and another clod rolls on the ground. A clubbed gun and a blow upon the head of the remaining assailant completes the bloody work, and the victors will no more be molested by the sailors of the Southern Chief. The living actors of

Arrival of the Otter—From the North West Coast.

The Otter returned last night from her usual trading trip along the coast, having called at Sitka on her way up. The steamer Constantine and several other vessels were in the harbor. The Otter left Sitka on her way down on the 23d April, and Fort Simpson on the 30th, Metlakatla on the 1st May, and arrived at Bella Bella on the 16th—calling at Kitimat and Kit-lup. The sloop Leonede was at Bella Bella. The Otter left Bella Bella on the 17th May, Bella Coala on the 18th, and Fort Rupert on the 20th. Captain Mout, of Fort Rupert, Mr McLean, of Fort Simpson, and Mr Moss, the revenue officer, were passengers. At the mouth of Stekin, Dr Chismore and two other attaches of the Telegraph Company were seen. The doctor had been very ill but was recovering. Despatches from Captain Elwyn's party, who are at Shakesville, on the Stekin, were received. The trading sloop Alarm was attacked by three Indians of the Tongas, and the man at the wheel frightfully cut about the head and shoulder with an axe. The Indians fired at the remaining hand, missed him, and then made off in their canoe. Dungenard, captain of the sloop Thornton, was fined \$400 by Mr Duncan, of Metlakatla, for selling whiskey to Indians on Naas River. He paid the fine. Sloops Ocean Queen and Leonede were trading off Bella Bella, and five sloops were reported above the boundary line, peddling spirits to the savage tribes. Capt. Mout reports the steamer Alexandria having left Rupert on the 14th May, for the survey. The Telegraph Company's sloop Spread Eagle, in the charge of Mr Burrage, passed Bella Bella two weeks ago. AN OREGONIAN is lecturing before a scientific association in New York upon the climate, population, resources and productions of your State, who states that "there are now seventeen woolen factories in successful operation in Oregon," that the forest trees are from "10 to 15 feet in diameter," that apples are all red color, that there is "a mountain of iron 20 miles long," that "Portland, the largest town, has a population of 15,000 inhabitants, and Salem, the capital, has 5,000 inhabitants," that "the best office holders are all Tories," that "the farmers are rather lazy," that "they have to leave the country to die," that "the boys arrive at maturity at fifteen years of age, and the girls marry at ten." DEPARTURE OF THE ACTIVE—The steamer Active, Capt Winsor, left the harbor yesterday at six o'clock, p. m. for San Francisco via Port Townsend, with forty passengers, a large amount of treasure (noted elsewhere) and 100 tons of freight. The following Victorians left, the most of whom will return in a few months, Hons A. DeCosmos and J. J. Southgate, the former of whom purposes visiting Europe and the Eastern Provinces; Mr Ritchey, of the Bank of British North America, Messrs H Fry, Sudlow, McMillan, Taylor, late of the police force, Mrs Mayer and Mrs Myers. AN ANNEXATION EMISSARY—Among the passengers by the Active yesterday was an attaché of the News, who, it is understood, goes to San Francisco for the purpose of soliciting pecuniary aid from the Americans to keep the paper going in the Annexation interest. There is little prospect that the mission will prove successful, intelligent Americans being as well aware as the people here that England will not part with her Colonies—even for a consideration. THE Nansimottes will go to New Westminster to pass the Queen's birthday.

Paris and Continental Correspondence.

PARIS, March 12, 1867. (From our own Correspondent.) THE NEW RAILWAY ROUND PARIS. The long talked of Chemin de fer de Ceinture or Girdle Railway round Paris, has at last been opened to the public. This line is destined to render important services to the working classes in the French Capital, who will use it daily for the ordinary necessities of life, and especially to proceed to their employment, which is frequently at a distance from their houses. To place the railways within reach of workmen, by the low rate of the fares, was consequently an indispensable condition. In that respect, we at first thought that there was a subject for regret that the trains included no third-class passengers, which represent the most economical means of locomotion. While, however, wishing that the laboring classes might be favored as much as possible in their daily journeys, and for our regret has been considerably attenuated by information which we have since obtained. In fact, in order to realize a simplification practiced on the majority of the lines of the Ceinture, or environs de Paris, essential for the regularity of a service so completed; two classes of carriages, first and second, are employed. The passengers are conveyed in the latter, that is to say in spacious cars, padded and comfortably fitted up, at a price immensely inferior to that authorized by the Cahier des Charges of the Company for third class carriages, which have only wooden seats. The public has already begun to avail itself largely of the new circular railway; it will be of immense service during the time of Exhibition. It seems, however, strange that the Company should have raised the rate of fares, on Sundays and holidays, those days being precisely the occasions in which the working classes can indulge in a short excursion as a necessary relief from labor. We suppose that this augmentation of price on given days is intended to compensate within certain limits for the losses which the Company suffers, when everything being taken into account, the exceptional service of Sundays and fête days, the public are kept in Paris by bad weather, and leave the railway stations of the Banlieue (environs) deserted. GALLIES AND THE ECLIPSE. We had a good deal to do with astronomy in Paris last week. Firstly, the eclipse, which was the cause of a constant stoppage in the streets of Paris, from hundreds loitering about and peeping through bits of burnt glass. The eclipse of Wednesday last was however a poor affair. On the following day we had something else to put us in mind of astronomy, and that was no less than the first performance of GALLIES AT THE THEATRE FRANCAIS. As both eclipses and gallies have played such parts in the history of the world, it would be reprehensible were I to pass them over in silence. We must not forget that it was during an eclipse that Romulus was conceived. The eclipse of the sun got Alexander the Great, Julius Caesar and Christopus Columbus out of a scrape. In reading the history of all these great men, we find an eclipse playing a prominent part. The long expected play for which Geoffrey, the first actor of the Theatre Francais, had returned to this theatre in order to fill the part of Gollie, did not come up to general expectation. It is true, that the language of M. Ponsard is chaste and elegant, but the play lacks in general interest. It is to be hoped that we shall be compensated for our disappointment in Verdi's Don Carlos, which is announced to be performed to night for the first time. MR. CYRUS FIELD. The following correspondence will be of interest to the many friends of Mr Cyrus Field, to whose sagacity and perseverance the world is so greatly indebted in the great work of the submarine cable of America: PARIS, February 28th, 1867. DEAR SIR—The undersigned American citizen at present in Europe, hearing of your arrival in England, and desiring to express their warm appreciation of your untiring labours and your final success in laying the Atlantic cable, desire to give you a public dinner in this city at an early day, or at your own convenience. Hoping soon to hear from you, We remain, &c., Samuel F. Morse, James McKay, Charles S. P. Bowles, H. B. Rogers Jan., L. S. Werthington, E. A. Strong, Emory McClintock, Bowles Colgate, John Monroe, George P. Richards, James Phalen, Alex. Holland, P. Ingraham, Charles Hunter, James Laws M. D., George G. Butler Jan., Edgar Will, Alfred A. Cohen, M. E. Smith, Samuel Remington, Samuel Harris, Edward L. Strong, W. Slade, Leon Drevet, Frank Haly, F. Loubat, G. S. Hagar, Sidney Sheppard, R. M. Beckwith, J. W. Fraescheal, W. E. Clarke, W. F. Stenson, O. A. Desilver, A. E. Highway, George E. Clerk, George M. Porter Jan., E. B. Place. The following is Mr Field's reply: PALACE HOTEL, BUCKINGHAM GATE, LONDON, March 1st. GENTLEMEN—I have the honor to acknowledge the receipt of your esteemed communication, inviting me to a public reception in Paris, at such time as might suit my convenience. I thank you most sincerely and regret that my limited stay in Europe and the constant pressure of telegraphic business, compel me to decline your kind invitation, the acceptance of which would have afforded me an opportunity of meeting so many of my countrymen. I can assure you that I shall ever entertain a deep sense of your generous appreciation of the services which it has been my privilege to render in connection with the Atlantic telegraph, which is, I believe, destined to prove of inestimable value to the cause of peace and civilization throughout the world. I earnestly hope that the electric cord which now unites Europe with America, and the cordial friendship which has existed between France and America, may never be broken. I remain, &c., CYRUS W. FIELD.

THE REASON WHY?

Messrs Editors—During the past week the tone of the Morning News has exhibited a marked revision of sentiment on the Confederation question. Making all allowances for the vacillating disposition of its editor, I am yet led to think that such change is not the result of his conscientious deliberations. Though never possessed of sufficient ability correctly to express British sentiment, he, heretofore, to the limited extent of his faculties, has endeavored to be the reflex of British views. Latterly, however, he has been guilty of gross misrepresentation in saying public feeling here is greatly in favor of annexation to the United States; of gross insolence, in stating that a people's patriotism was only commendable when lucrative. Is love for one's country really a myth? Is that feeling universal as the world is wide, for which our fathers fought and bled, a fit subject for scorn? What master influence induces the writer thus openly to insult a nation's virtue? A review of a late article in the Morning News will bring us to reply "Gold," yes, the gold of the stranger! FLEETA. THE ANNEXATION EMISSARY. Messrs Editors—All that you have written against Annexation will not have half the effect in destroying its prospects here, that the alleged object of your contemporary's mission to San Francisco will have. Annexation is killed in the house of its friends! Englishmen growl a good deal among themselves; but they don't want outsiders mixing in their affairs and directing their politics. It's a husband-and-wife quarrel, and woe to the fellow who steps between them! The first dollar of American gold spent here for the purpose of influencing public opinion against the British Government, will unite the people as one man and make the Government popular. Look out for squalls! OLD GUARD. Victoria, 22d May.

THE CONFEDERATION SCHEDULE.

We understand that an important nature was Governor Seymour on the last mail from England the Confederation Governor, who was at an excursion party, immediately down to the capital to answer. In the despatches collocation is advised that measure to come before the Parliament of Canada will be one to include in the whole of British America, with the exception of Provinces that decline, to representatives, to join it. lency is urged to lay the quest the Council at once, their voice upon the of British Columbia being the Union; and he is aut state that the debt of the Confed its payment, if necessary, by the Imperial Government Council, it will be re vpted UNANIMOUSLY in favor federation on the 21st March despatches, taken in connected the encouraging letters re Mr Waddington with regard progress of his scheme for an Railway through British te making in London, point to settlement of all our trouble formation of a Responsible ment almost immediately. for Confederation and the Railway! Confederation Imminent Despatches, which we publish leads us to indulge in the Confederation with the Eastern vices is imminent. Confed is the only change with reach that can benefit us. imagine that Annexation enhance the value of real esta enable them to dispose of their erty to advantage; but our dea of a Brother Jonathan is not the man who goes rushing around the try with a pocketful of "rooks" ing for town lots and tracts of fal land upon which to drop a portio his wealth at the first invitation. idea of Jonathan is that he is a far-seeing man, with a great de native sharpness, who is oftener o lookout for buyers than he is sellers, who can scout a bar "afar off," and who seldom make investment until, like Davy Cro "he's sure he's right," when he "ahead." Depend upon it, if this o try be ever annexed to Uncle S territory, the advantages would p to be more imaginary than real, and stable and enduring than those w must assuredly flow from Confed tion. In discussing this question have not alluded to it as one of l alty; but we have discussed it w a view to see which policy wo benefit the Colony most—Confede tion or Annexation; and we unhe tatingly pronounce in favor of former. If we get Confederation, shall secure first a wagon road ac the continent, and, second, a railw to connect with the Grand Trunk Canada. With a railway throo British territory, Victoria is certai to be the British metropolis of the West Pacific, and for the very go reason that there are no safe c commodious harbors on the mainlan 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 situatio at the terminus of the Naches Pa—the finest natural pass through the mountains on the Pacific slope for a railway—from becoming the metropo

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MARCH OF GARIBALDI.  
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MEDICUS.  
the best of us  
has your right

# WEEKLY COLONIST AND CHRONICLE.

The Weekly British Colonist,  
D 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 ideal* of a Brother Jonathan is not that of a man who goes rushing around the country with a pocketful of "rooks" 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 4 1/2 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.

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 celebration. In the festivities attendant 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 SMUGGLERS.—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 "COLONIST" 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 Queen'smouth.

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 Timcomb, 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.—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.—The Shearwater 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 4 1/2 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 assaulting 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.  
THE ABANDONMENT BY THE WESTERN UNION TELEGRAPH COMPANY—CORRESPONDENCE WITH THE SECRETARY OF STATE.

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 Knitchepak and Yoken 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 submarine 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 on 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,  
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 Telegraphs. 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 candid opinion on 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.

AN AWFUL EXPOSE!

STEALING BY WHOLESALE AND RETAIL!

(C. B. Young, in the leader of the News of yesterday.)

PROGRESS. A hundred years ago, when some of the North American colonies of Great Britain were asking not to be taxed without representation, and gradually began to hint separation, a roar of contempt and anger arose in Parliament, and even Edmund Burke, the chief friend of the colonies, said that he did not deny the authority to tax, but held that it was inexpedient to exercise it. Then came the war first to subdue the rebellion, and afterward to prevent the separation—a war that shook Great Britain to the heart, which was the source of innumerable disasters, and which planted the seeds of an almost inextinguishable international jealousy between America and England. But now, when the Canadian colonies propose to change their condition, John Bright speaks for the common-sense of his country in saying: "For his part he wished the population of the provinces to do what they felt to be the best for their own interest; he would allow them to remain connected with this country if they liked, to become an independent society if they desired it, and to start upon that career of glory and greatness which their advantages and virtues might insure them; or if they liked better to annex themselves to the United States he should not complain of that."

Had this been the sentiment of Great Britain a century ago, we should have been faithful mutual friends and allies instead of distrustful and wary rivals.

That fellow-feeling exists between great minds when inspired by kindred sentiments, has long been recognised. Though separated by the burning sands of desert wastes or by the lashing billows of stormy seas, the subtle current of sympathy finds in them a ready conduct, causing the almost instantaneous utterance of each other's thoughts. In proportion to the dignity of the theme is the speed of its transit; and with such a watchword as "Progress" how rapid the transition. The above articles from the Morning News of yesterday and from Harper's Weekly of the 14th ultimo, are illustrations of this beautiful theory; not only do the editor's views correspond, but by the strangest of coincidences their exposition is made in identically the same language. Philosophers, pause whilst you read; can you unravel the mystery? An editor's reputation is at stake, therefore let your tolls be unceasing, for a cruel, sceptical public pronounces him an "unprincipled plagiarist."

The Queen's Birthday.

The forty-eighth anniversary of the birthday of Her Majesty Queen Victoria will be observed in a manner becoming the subjects of so great and good a sovereign. During Her Majesty's long reign, she has been distinguished for the exercise of the noblest virtues in public and private life, and her good example has served as a model for cotemporary sovereigns in improving the moral atmosphere of their Courts. During Her Majesty's reign Great Britain has made wonderful progress in the arts and sciences; religion has been carried into the most remote quarters of the globe, and the country generally has enjoyed a season of unparalleled prosperity—advancing in wealth, influence and power. Beneath the benign influence of peace, Eng-

land's commerce has been extended to every clime, and the British flag now floats over a greater amount of tonnage than that owned by any other nation of the world. A few days only have elapsed since, in response to the personal entreaties of Her Majesty, the peace of Europe was preserved and a happy understanding arrived at between two leading Continental powers, which but for the exertions of Her Majesty might to-day have been involved in bloody conflict. As colonists we have peculiar reason to congratulate ourselves upon the successful Confederation of the North American Colonies, and to rejoice at the approval of the Bill by Her Majesty—the consummation of a measure in the success of which we were directly interested and towards which we turn with yearning hearts, praying that our day may not be distant when our own destinies shall be inseparably interwoven with those of our transmontane brethren. The enthusiasm to-day will be deep and heartfelt. Not only will British subjects, by a proper observance of the day, show an appreciation of the noble qualities of our Gracious Queen, but foreigners will join in expressions of admiration for the virtuous wife and good mother who rules over us.

Friday, May 24th.

THE RETURN.—The steamer Onward, Capt Irving, returned from Yale at 8 o'clock on Sunday evening, having on board his Excellency the Governor and party; also the chiefs of the various Indian tribes belonging to Soda Creek, Williams Lake, Dog Creek, Bridge River, Pavillion, Savana's Ferry, Alkali Kake, and two young Indians from Fort Alexandria, as delegates to represent their tribe at the approaching celebration. There were also on board a large number of Indians principally from the Thompson River country. The Governor and party went as far as Boston Bar and had, we hear, a very pleasant time. It was the intention to have remained at Yale till Monday, and give Hope a call on the way down; but the receipt of important despatches brought out by the last mail, precipitated embarkation for home. Bishop Hills held service in Yale on Sunday morning, at which the Vice-Regal party were present.—Columbian.

DOCTORING ARTICLES AND LETTERS.—Our Pecksniffian neighbor accuses us of "doctoring" our Paris Letters, "in other words, writing them in this city. The letters pass through the hands of Mr Wootton on the arrival of each mail, and being properly marked, stamped and endorsed as "Correspondence of the Colonist," any sceptical person may be satisfied as to their authenticity upon application to that gentleman at the Post Office. "Doctored" letters, though, are nothing to "doctored" leaders—vide the expose of Pecksniff on our second page this morning. Whoever suspected before that the annexation thunder which our cotemporary daily professed to manufacture on his premises, and which was designed to shake the colony to its centre, is "cribbed"—designedly, cold-bloodedly, and ruthlessly "cribbed"—from his exchanges? O, tempora! O, mores! O, SCISSORS!

ARRIVAL OF THE NEW WORLD WITH TWO HUNDRED AND TWENTY-FIVE EXCURSIONISTS. The steamer New World arrived at ten o'clock last evening from Peget Sound, bringing two hundred and twenty-five of our American cousins and the Seattle Brass Band to assist us in spending our holiday in a proper manner. As the boat neared the wharf, the band played American patriotic airs and "God Save the Queen." The excursionists—many of whom are ladies—were received with three times three by an immense crowd of our citizens who had gathered on the wharf to welcome them. The hotels are crowded with guests, and there will be more life and bustle in the streets to-day than has been witnessed for some time.

EARL DERBY IN COURT.—Lately Earl Derby's agent, by his authority, closed up a path through one of his farms which had been a public footway for a century. A Mr Winterbottom, who had been interfered with as a trespasser, brought the suit; but the popular feeling in Bury, Lancashire, where the thing occurred, had given rise to riots. In the course of the trial it appeared that this was not the only mean thing that Lord Derby had authorised his agent to do. He had filled up two wells on which the people depended for water—one by passing a culvert through it, the other by filling it with dung. The present case was decided against Lord Derby.

FROM NANAIMO.—The Sir James Douglas arrived from Nanaimo yesterday. The Silas Greenman, with a cargo of coal, is to sail to-morrow for San Francisco. Mining operations are nearly suspended. Only a few Chinamen are at work about the pits' mouth shoveling coal.

LONGEVITY OF MAN.—A writer in the Atlantic Monthly proves by statistics that a man's longevity is in exact proportion to his educational attainments, provided his health has not been injured by over-mental exertion. It seems that increasing intelligence and decreasing war have prolonged the average length of life in Europe from 25 years in the 17th century to 35 in the 18th, and 45 in the 19th. The best educated communities are the longest lived, and the best educated soldiers live amazingly longer than the more ignorant, and seem to wear a charmed life, not so much against bullet and bayonet as against the effect of disease, or even severe wounds on their constitution and lives.

In yesterday's issue of the Morning News we are informed that their correspondent "Gladstone" has fortunately come into the possession of \$35,000, and that he is now on his way to England. We are very happy to hear of his good luck, and more especially that he is bound for England, as this will give him an opportunity of completing his education; and should he return to the colony, and again appear as correspondent to the Morning News (should it then be in existence) he would doubtless write to better advantage.

WHO WANTS A "BUS"?—For the accommodation of those ladies and gentlemen who prefer to ride to the Gorge, Mr Williams has ordered out his great "bus," "Young America," which will convey passengers at the low price of 50 cents each way. As there are not boats enough to accommodate one-half the people who wish to ascend the Arm to-day, many will, doubtless, avail themselves of this opportunity for conveyance to the scene of pleasure. The "bus" will start from the corner of Government and Yates streets.

REV. A. C. GARRETT.—We are much pleased to hear that the Rector of St. Paul's, Esquimaux, is improving slowly. Both bones of the broken leg have been set, and a "cradle" for a fractured limb, which came on the Princess Royal consigned to the naval authorities, has been kindly loaned to Mr Garrett's medical attendants for his use. The accident occurred through the horse he was riding stepping into a hole and throwing the rider against the stump of a tree.

EXCURSION TO SAN JUAN.—The steamer Isabel will sail for San Juan Island, at 8 o'clock, this morning, with the Mechanics' Institute picnicers aboard. An excellent programme of amusements has been prepared, and the excursion promises to be one of the most agreeable affairs of the day. The steamer will return in the evening in time to allow the participants to visit the theatre or the Maguire Band Ball.

ARRIVAL OF THE AMETHYST.—The fine large American ship Amethyst, Captain O'Reilly, consigned to Mr C. T. Millard, with a full cargo of general merchandises, arrived from San Francisco at 12 o'clock on Wednesday night, having made the run in fourteen days. Capt. O'Reilly is an old acquaintance here, he having sailed the bark Metropolis for a number of years. The Amethyst will commence discharging to-morrow.

THE ORIFLAMME.—By telegraph we learn that this steamship is advertised to leave San Francisco for Portland on the 28th. This arrangement will interfere with the projected trip of that steamer on the 1st of June, and it is now probable she will not go at all. We heard a report, when the last mail arrived, that very few passengers had been booked for Sika, and this despatch confirms that report.

The Enterprise sailed at two o'clock yesterday afternoon for New Westminster via Nanaimo. She will arrive at the capital to-day. Among her passengers were General McKinney, U.S. Indian Agent for Washington Territory, and Mrs McKinney; B. E. Dennison, Esq., and wife, of Port Townsend; Rev Mr Jamieson, Legh Harnet and Mr Clarkson. The Enterprise will return on Saturday.

THE REGATTA.—The first boats in the regatta will start from the Hudson Bay Co's wharf at 1 to-day. The managers have issued cards containing a list of the races, the names of the coxswains and the colors to be worn by each. The hungry and thirsty spectators will find everything needed for their refreshment at Beecroft's Gorge Restaurant. A most agreeable day of enjoyment is expected.

ANOTHER ASSAULT ON A WOMAN.—A colored man, named Brown, was arrested and bound over to keep the peace yesterday for assaulting a Texan woman. Assaults upon females are becoming of frequent occurrence in this place. A severe penalty should be imposed to deter others from following late illustrious examples in the woman-whipping line.

A CORRESPONDENT writing from Yokohama to the S. F. Alta says: "The first day I was here, while going out in a boat, a Japanese boatman talked English so well I was surprised, and remarked to him, 'You speak very good English.' 'No,' he replied, 'I speak speaky English, me speaky American.'"

NEW STORE AT COWICHAN.—We understand that our well known fellow townsman, Mr James Carswell, encouraged by the promising state of things in Cowichan district, is about to open a general store there for the accommodation of the settlers.

THE STEAMER ISABEL will present a gay appearance this morning; Capt. Stamp, yesterday, in the most creditable manner, gave her a thorough refitting, to ensure convenience to excursionists. She is advertised to leave for San Juan at 8 o'clock. Get aboard early.

SIXTY-EIGHT POUNDERS.—The barkers on board the Shearwater will fire a royal salute at noon to-day. The guns are 68-pounders, and we advise our readers to raise their windows if they wish to preserve them from fracture.

THE THEATRE.—The Marsh troupe will give a performance at the theatre this evening, when Miss Jenny Arnot, the Marshes and other artists will appear. The bill is an attractive one, and the house should be filled.

MAGUIRE'S BAND BALL.—A delightful reunion will be given at the St. Nicholas Hall this evening, by Maguire's band. A limited number of tickets has been sold, and a most successful evening is anticipated.

THE RACES.—The final arrangements as to the races will be made at the committee room, St George Hotel, on Saturday evening, from 7 to 9 o'clock. Parties interested are requested to attend.

NEW PREMISES.—Messrs Findlay & Durham have leased the fireproof store lately occupied by J. Loewi & Co., on Wharf street, for the reception of a large consignment of goods, ex Princess Royal, from London.

NEW DIGGINGS.—Miners working on the site of the old Bank of British Columbia building are making fair wages by raking the surface dust.—Portland Herald, 17th.

THE N. Z. ship Parisian, for Adelaide, was towed to Race Rocks yesterday by the Isabel and cast off with a fair wind. She carried no passengers.

A LARGE SHIP, supposed to be the Cenarawitch, from San Francisco for Sika, was seen running into Esquimaux harbor just before dark last evening.

THE GORGE BRIDGE.—The stringers for the new bridge were thrown across the gorge yesterday, and the work, it is expected, will be completed by 10 o'clock this morning.

LIQUOR LICENCES.—Liquor licences for the quarter ending July 21st are now due and payable to Mr Theakstone, at the police office.

A SUBSCRIPTION BALL, in honor of the day, will take place at the St. George Hotel this evening.

JAMES BAY BRIDGE having been again pronounced unsafe, bars have been placed at either end to prevent vehicles crossing.

STAGE NOTICE.—Mr Barnard notifies the public that passengers for Cariboo will require to leave Victoria by Friday's steamer.

THE Emily Harris towed in the Amethyst last evening.

Confederation and the "Political Necessity" for a Railway.

The Toronto Globe's London correspondent of March 9th writes as follows:

"Confederation being now a fact, there is only one patriotic course for the Canadians to follow, loyalty to work out its provisions. The same with regard to the Intercolonial railway. For some months past, it has ceased to be regarded as a commercial necessity, and the arguments (although it is a little out of place to apply such a term to what was said in its favor in this respect) on the pecuniary results it would achieve, have long since been abandoned. No one could be more strongly opposed to this scheme in this point of view, than myself. But as it was not my province in this correspondence to argue in any way with regard to it, I have never allowed my opinions to come to the surface. I think it proper, however, to say here, that it is the duty of the public writer if he has ground for his opinions to endeavor legitimately to mould future expectation. An intimate knowledge of the railway system, and of the canal system of Canada, with their connection with the United States and the Maritime Provinces, leads me to say that great disappointment will result if this railway be regarded as more than it actually is, a political necessity—a limb of communication, binding together the extreme ends of the Confederation of Canada. As British America, as a theory, is now one, this railway becomes a requirement called for by the circumstances, and as such exacts the allegiance of the Dominion. It is in this sense it deadens opposition. It is in this sense that its opponents retire from the field. On the other hand, it may be hoped that it will extend if not at least some of the promised collateral advantages; that it will promote settlement; that it will increase population and that eventually in coming years it may achieve many of the results its too sanguine promoters have prophesied."

THE LEADING PERFUME OF THE AGE! From Fresh Colled Flowers.

MURRAY & LANMAN'S Florida Water.

This exquisite Perfume is prepared direct from Bloom ing Tropical Flowers, of surpassing fragrance. Its aroma is almost inexhaustible; while its influence on the SKIN is most refreshing, imparting a Delightful buoyancy to the overtaxed Body and Mind, particularly when mixed with the water of the Bath. For

Fainting Turns, Nervousness, Headache, Debility, and Hysteria.

It is a sure and speedy relief with the very ELITE Fashion; it has for 25 years maintained its ascendancy over all other perfumes, throughout the West Indies, Cuba, Mexico and Central and South America, and is unconditionally recommended as an article which, for a delicacy of flavor, richness of bouquet, and permanency has no equal. It will also remove from the skin

Roughness, Blisters, Sun Burn, Freckles, and Pimples.

It is as delicious as the Gorge of Ross and lends freshness and beautiful transparency to the complexion. Diluted with water it makes the best dentifrice, imparting a pearly whiteness to the teeth; it also removes all smarting or painful shaving.

COUNTERFEITS. Beware of imitations. Look for the name of MURRAY LANMAN on the bottle. Wrapper and ornamental label. Prepared only by

LANMAN & KEMP, Wholesale Druggists, 70, 71 & 73 Water Street, New York. AND FOR SALE BY ALL DRUGGISTS.

BRISTOL'S (Vegetable) SUGAR-COATED PILLS!

THE GREAT CURE For all the diseases of the

LIVER, STOMACH AND BOWELS. Put up in Glass Phials, warranted

KEEP IN ANY CLIMATE.

These Pills are prepared expressly to operate in harmony with the greatest of blood purifiers, BRISTOL'S SASSAPARILLA, in all cases arising from depraved humors or impure blood. The most hopeless sufferers need not despair. Under the influence of these two GREAT REMEDIES, malades, that have heretofore been considered utterly incurable, disappear quickly and permanently. In the following diseases these Pills are the safest, the quickest, and the best remedy ever prepared, and should be at once resorted to.

DYSPEPSIA OR INDIGESTION LIVER COMPLAINTS CONSTIPATION HEADACHE DROPSY PILES.

For many years these PILLS have been used in daily practice, always with the best results and it is with the greatest confidence they are recommended to the afflicted. They are composed of the most costly, purest and best vegetable Extracts and Balsams, such as are but seldom used in ordinary medicines, on account of their great cost, and the combination of rare medicinal properties is such that in long standing and difficult diseases, where other medicines have completely failed, these extraordinary PILLS, have effected speedy and thorough cures.

Only 25 cts per Phial. FOR SALE BY ALL DRUGGISTS. mls & wly Hostetter, Smith & Dean.

MAGENTA.

"JUDSON'S SIMPLE DYES FOR THE PEOPLE," Are undoubtedly the most useful article ever afforded to the public. Any one can use them, anything can be dyed with them in a few minutes without soiling the hands. In England "Judson's Dyes" are as "Household Words." Articles of clothing that have been put aside as faded and useless, may be made nearly equal to new, by merely following the simple directions appended to each bottle of Dye.

NAMES OF COLORS. Magenta Marvye Violet Scarlet Green Blue Pink Crimson Brown Canary Orange Black. Price—Small bottles, 6d. Large bottles, 1s. 6d. each. May be had of Druggists and Storekeepers throughout the world, or Wholesale of

DANIEL JUDSON & SON, LONDON. And all Merchants. Liberal discount to Dealers. N.B.—A small bottle of color will dye 12 yards of bonnet Ribbon.

"SEE THAT YOU GET 'JUDSON'S SIMPLE DYES.'"

South Saanich Hotel, WM. BRYANT, - - Proprietor.

THIS HOTEL HAVING JUST BEEN opened by the subscriber, the travelling public may rely on receiving the best attention and the finest quality of Wines, Liquors and Cigars.

The forty-eighth anniversary of the Queen's Birthday was celebrated with unusual spirit and enthusiasm on Friday, rose behind clouds, and for several hours retained that a heavy fall of rain and sleet anticipated after a light sprinkle at noon round to the southwest, a visage of old Sol peeped clouds, dispelling the gloom; to gather over many young flags to the signal for the commencement of the day's sport. The ensigns of allies waved from every H.M.S. Shearwater and the Princess Loyal were beautiful with all their colors; the American numerous small craft were ornamented with flags. Every boat, buggy and horse and the omnibuses were in plying between the city and loads of passengers. At two Royal salute was fired from the and the boating parties began to leave the city and row towards the Gorge. A most spectacular was witnessed, as at a point a little below the bung the flags of all nations—English, flanked by the Royal arms floating from the centre, and French flags occupying either side of the line. Across the new bridge (only completed) the boats as they dashed watched the water underneath, and they successfully emerged on the banks of the Arm were pleasure-seekers of both sexes whose merry laughter made the while Maguire's Brass Band slowly to and fro in a boat a choice selection of music, the so was meted by the breeze across sheet of water over hill and dale for miles, contributing in no small the general enjoyment. The la Shearwater with a boat's crew, up by Captain Smith, took up position of the winning buoy, and gun as the first boat in each race buoy; the gun of the telegraph mounted under first officer Griffin, was on the opposite bank and performed service. The first boats left Bay Company's wharf at one o'clock. They were the four-out-guns "Terred by J. Reid; the "Dart," Laohapelle & Hartman; the "Tyne" by A. J. Smith; the "Tyne," a built at Trahey's yard a few days the race in 19 minutes, by about lengths ahead of the Dart. The was \$5 with \$50 added. The next the Sculler's Match, two pairs of distance. For this race the following were entered: "Monitor," by J. mond; "Kate," by J. Costello; "by J. Chevers; "Fairy," by J. W. "Tyne," by A. J. Smith; "St South," by E. Eden. The race was "Fairy," "St South," the "second," and "Kate" third. The Match was won by "Monitor," J. Alexander, owing to the boat "Frenchey," which came in first, been entered. The Aratour Sculler for outriggers, was a contest between I. Stuart in "Canvas," Mr J. Thea "Monitor," and Mr J. W. Trahey in Mr Stuart won easily, "Monitor" second best. "Hun the Duck" Regatta. This was an interesting and excited a great deal of amusement. The duck (Mr J. A. in a flat-bottomed skiff, dodged the efforts of four men in a gig; the rule is that the bow oarsman must seize the duck—none other oarsmen can touch him; the the privilege of jumping into the swimming in any direction, and the bow oarsman must have to let after him. In this instance finding himself "cornered," went aside, but was not followed, and, after hours hunt, the gun announced the match and the victory of the du the ardent drakes in the gig. The Regatta, which passed off in a creditable manner and without the mishap, owing to the admirable arrangements of the Committee of Management the impartial manner in which the each race was decided by L. Franklin (Judge), and Capt Inglis and T. L. Wood Umpires. Several of the matches came off owing to the backwardness of other cases. While the Regatta progress, the boating parties departed retired to the shady groves, where they took of the good cheer provided by members of the company. Many boat the rifle," and went to the head of the watch the result remained below the Gorge as the boats floated into the bay the rays of the setting sun gilded the of the ripples called into life by a breeze that sprang up at the close of the gatta, and the occupants of the tiny craft gullied the time occupied in the home passage with ballads, glee, and the Nat Anthem. Taken all in all, we do not member to have ever passed a pleasanter Friday, and our only regret is that ladies and gentlemen who visited us Gorge or witness the races owing to scarcity of means of conveyance. As a consequence of the orderly character of the celebration we would state that not a single was made by the police, and not the slightest disorder occurred to mar the pleasures of day.



By Electric Telegraph

SPECIAL TO THE DAILY BRITISH COLONIST

South America.

Lisbon, May 17.—The mail steamer from Rio Janeiro arrived to-day. South American news important. President Lopez, of Paraguay, has accepted the mediation proposed by the United States Government. Minister Washburn would send an answer to Washington. The allies, on the other hand, had not accepted the American offer, and it is doubtful whether they would. No further fighting had occurred between the contending armies. The revolt in the district of Genesa, in the Argentine Republic, has assumed still more alarming proportions.

San Francisco Shipping.

SAN FRANCISCO, May 20.—Arrived, 18th.—Bark Huntville, 14 days from Port Orchard.

Eastern States.

New York, May 17.—Jeff Davis still remains secluded in the New York Hotel, and probably will not leave until Monday.

Chicago, May 17.—Kirk & Co.'s soap factory was destroyed by fire this —. [Line here went down.]

Eastern States.

Chicago, May 17.—Kirk & Co.'s soap factory was destroyed by fire this afternoon. Loss \$100,000, mostly covered by insurance.

New York, May 17.—The steamer Virginia, from Vera Cruz, reports Lisala and Mevidian in possession of Liberals. There will be no attempt to take Vera Cruz by storm. Provisions plenty and cheap.

Europe.

LONDON, May 17.—Despatches from Athens state that two sanguinary battles have taken place on the Island of Candia, in both of which the Turkish Commander Omar Pasha was badly beaten, with loss in both contests of 3000 men.

The powers of Europe have again united in a petition to ports to cede Crete to Greece.

Eastern States.

New York, May 15.—No steps have yet been taken for the registration of voters in Alabama. In Louisiana registering was progressing rapidly. Two colored inspectors of customs were appointed yesterday. Mayor Heath designs opening public schools, to white and black indiscriminately.

The Dunderberg has been sold to France for \$3,000,000.

A Tribune correspondent applied to Holt for permission to publish Booth's Diary; the request was granted; but Holt referred the request to Stanton, who refused it. The Diary is not to be published if he can prevent it. The President and Holt are willing that it should be published, with the Congressional testimony.

California.

The bark Siam arrived from Sydney, N. S. W., on the 1st inst., bringing 24 alien passengers, who were duly reported to the Commissioner of Immigration. She not being bonded or committed for by Congress, suit was this morning commenced by the District Attorney in the 12th District Court, to recover a penalty of \$100,000 on a portion of the passengers.

Thos. H. Selby, Treasurer of the Southern Relief Fund in this city, yesterday forwarded by telegraphic transfer \$16,800 in gold coin to New York. Total amount sent from the Pacific Coast thus far, \$56,800.

South America.

Rio DE JANEIRO, May 8.—An army to invade Paraguay is preparing on the Upper Panama. The decree abolishing slavery is not mentioned in the papers of the 8th.

Russian America.

LETTER FROM MR. COLLINS TO SECRETARY SEWARD.

NEW YORK, April 4, 1867.

To Hon Wm H Seward, Secretary of State. The many erroneous statements in the press of the day in regard to the country of Russia, America has induced me to lay before you a number of facts not generally known to the public, and which I trust may be valuable to the Department of State. In my investigations to determine the route of the Russian-American telegraph I sought the highest sources of knowledge in regard to the physical and topographical condition of the north western limit of our continent. As early as 1856, when I first visited St. Petersburg, I embraced every opportunity to become acquainted with Russian officers and parties high in authority who were competent to enlighten me on the subject and studied all the maps and books that could be found relating to it.

Rear Admiral Frolgheim, now Governor of the Amoor country and who held the office of Governor of Russian America for five

years, has also given me much valuable information. I have also had frequent conferences with the Governor and Directors of the Russian American Company, from whom much has been learned. The boundaries and general outline have been so frequently and fully given that nothing need be said further as to the location of Russian America. Commencing at 54 degrees 40 minutes north latitude on the Pacific, the mainland is marked by a succession of Islands to the Peninsula of Alaska, so that open boats or small river steamers can navigate safely between the islands and the mainland. Many of these islands are covered with splendid timber and the waters abound in fish. The coast of the mainland is densely covered with timber, which fact was one of the causes which induced the location of the Russian American Telegraph to be made inland east of the mountains.

The first river of any importance that enters the sea in Russian America is the Steeken or St Francis, in about 56 degrees of north latitude. This river has been followed by our exploring parties to the cascades, where it breaks through the coast range of mountains dividing British America from Russian America. This river is found navigable for boats 50 miles. After passing the cascades it becomes navigable again for some distance toward the Rocky Mountains. Game and fish are abundant, timber good and gold mining has already been commenced by a party of Americans. Natives are quite numerous during the fishing season, but are reported friendly and anxious to trade furs, etc, for merchandise. It is said that the prospect for gold on this river is equal to the old 1849 days of California.

There are many small rivers as you ascend along the coast and passes over the mountains into the British possessions, and parties of native trade with the interior tribes more to the east and north by following the source of these streams and thus arrive in the valley between the coast range and the Rocky Mountains. The next river of any importance is the Copper river, which enters the sea in view of Mount St Elias, in about 60 degrees north latitude and 142 degrees west longitude. The river is of importance in consequence of its location and the access it gives to the interior, as it unites by a lake to the waters of the Yukon within Russian territory, giving almost uninterrupted navigation from the coast on the Pacific by Behring's Sea, thus giving easy access through a large part of the southwest limb of this country. Next comes Cook's Inlet and a river entering into it which the Russian American Company use in connection with the Koozoquequin to reach the Knitchepek and Fort St Michael.

After passing the peninsula of Alaska we find a considerable sized stream entering into Bristol Bay. This stream, by a system of lakes, is said to connect with Cook's Inlet. Next in order comes the Koozoquequin, a river of considerable magnitude and of importance to the country in giving access to the interior. This section of the country gives considerable trade to the Russian American Company, and in which they have trading stations.

The largest, most important and the chief queen of all rivers west of the Rocky Mountains and north of 49 degrees north latitude is the great Knitchepek, which enters into Behring's Sea between 64 and 65 degrees north latitude, by several mouths and on the parallel of 145 degrees north longitude. This great river has an easterly course for some five degrees, then bends abruptly to the north for some four degrees, thence nearly east to a point not far distant from the British frontier, where it receives the Porcupine or Rat River from the northeast and the Yukon from the southeast; the junction of these two rivers form the Knitchepek; it is navigable to the sea a distance of 1000 miles by steamboats. This river had never been seen by white men in its whole course previous to explorations for the construction of the Russian American Telegraph, in fact on many maps the Yukon was traced as an affluent of an imaginary river emptying into the Arctic Ocean, but our explorations have determined a great geographical fact which places the Knitchepek at the head of all rivers on the northwest coast and giving Russian America the largest river north of 49 degrees.

As we proceed north through Behring's Straits and enter the Arctic Ocean we find Kotzebue Sound, which is fed by the Knitchepek, on which is a large population; here is found, like on the coast of Arctic Siberia extensive deposits of animal remains, where fossil ivory may become, as in Siberia, an article of valuable commerce.

Further east there are many bays and sounds, and beyond Point Barrow the Colville river enters Garrison Bay. This river has its main course to the south and the natives report it navigable from a point not far from the northern bend of the Knitchepek to the sea.

Fort Yukon, the head station of the Hudson Bay Company west of the Rocky Mountains, is on Russian territory. This fact has not been established by Government survey, yet it is well known to both Russia and England. No difficulty has grown out of it between the two Governments, because the Russian American Company and the Hudson Bay Company, who have enjoyed exclusive trade in these regions, came to an understanding as to their mutual interest along the line of the disputed territory, in order that there should be no conflict one way or the other among the natives. They were for peace along the boundaries, and no doubt pursued a wise course.

Major Kennicott, chief of our exploring party, who died on the Knitchepek last year, had spent, some years previously, a winter at Fort Yukon. He describes the country as favorable to trade and of great importance to the Hudson Bay Company. He explored a large district of the country around the fort, generally on foot. He entered the country on his first voyage by the Mackenzie River Pass, retracing the same way, on the voyage for the exploration of the route of the telegraph. He entered by way of Fort St Michael, near Behring's Station. On the upper waters of the Knitchepek, and upon the whole course of the Yukon timber is plentiful, the country abounds in game, and the rivers and lakes afford fish. Salmon ascend the Knitchepek in great numbers, and are largely taken by the natives for food, both for themselves and their dogs during the

winter. The natives are reported by Maj. Kennicott, and by employees of the Hudson Bay Company, as peaceable and wonderfully honest, theft being rarely known among them. They are a vigorous, enterprising people, and very fond of foreign trade and merchandise, though the difficulty and cost of transportation by way of the Mackenzie river route limits the supply to much below the demand.

Navigation by way of the Knitchepek would increase the trade and value of this country one hundred fold in a few years; in fact the Knitchepek with steam upon it would reveal a new world to enterprise and adventure. By this stream the whole of a hitherto unknown country is brought within the reach of steam communication from San Francisco, and when the Stars and Stripes shall flaunt at Fort Yukon we may look for mines of gold and silver being discovered quite as rich as those further south. The furs of this country are wonderfully plentiful and form a valuable and extensive commerce both to the Russian and British traders. That the Hudson Bay Company can afford to transport their merchandise and supplies overland from Hudson Bay, or by way of St Paul, and return their dense of the route, is a startling evidence of the value of the trade, because transportation over this long route cannot cost less than \$1 per pound. With the Knitchepek open to steam navigation ten cents a pound from San Francisco would pay enormously.

Upon the whole, Russian America, with its dependencies, the islands attached to it, is a valuable country in itself, viewed intrinsically. It is not such a country as Oregon or Washington in climate or soil, but it has, nevertheless, many sources of wealth.

In the southern part gold is known to exist. On Coppermine river, whence its name, there is copper, though as a matter of policy the Russian American Company have not encouraged mining, because they feared that mining, even if successful, would soon break up their monopoly of the fur trade and open the country to the searching eyes of foreigners and the demoralizing influence of cheaper goods and more lucrative employment of the natives.

The fisheries along the coast and islands will build up a population and commerce there which at no distant day will rival Newfoundland and the coast of the Atlantic, along the Islands of Russian America are the resort of myriads of cods, untrapped and of size and delicacy. Once given us a lodgment, these fishing towns will soon spring into existence, giving for our Pacific coast a nursery for first-class seamen, which, in the growing commerce of the Pacific, will be just what we want there in the future in order to give us the supremacy of that ocean. The fisheries alone are worth more than the whole cost of the country, and will repay us in the future amply for the investment. The immense population of Asia and the Islands of the Pacific will be good customers for our surplus fish, and will readily take all we have to spare. Timber for building purposes is abundant and convenient; saw-mills will do no make the lumber trade a source of great profit, not only for domestic use, but for export to Asia, and the more southern Islands. Boat and ship building is so carried on profitably where good timber is so abundant and easily procured.

The acquisition is also valuable on account of several deposits of coal along the coast and islands. At Kodiak, the Russian-American Company have worked a coal vein for some years past, and have used it in their forges and ship shops, as well as in their steamers employed in carrying on their commerce with California and Asia.

Nor is this country to be counted as nothing in an agricultural point of view. Wheat, barley and oats can be produced as far North as 60 deg.; gardens flourish along the coast in the Russian settlements, producing all the vegetables requisite for domestic use.

It must always be remembered that the Pacific coast is much warmer than the Atlantic coast of equal degrees. The southern line of Sitka (New Archangel) is equal to Newfoundland or St. Petersburg. That is about 40 to 45 degrees of Fahrenheit; and the mean of the thermometer is ascertained to be 45 deg. 4 min.; winter, 34 deg. 7 min.; summer, 56 deg. 7 min.

Taking it then, as a whole, the country of Russian America cannot be considered, as some would have it, a dreary waste of glaciers, icebergs, white bears and walrus, and only fit for the Esquimaux and drinkers of train oil.

One more article of commerce must not be lost sight of—that is ice. On the islands there are many fresh water lakes which afford an inexhaustible supply of pure ice. The trade in ice, so far, has been conducted either by the Russian American Company or under their permit, consequently the ice trade has not been developed to any great extent. The trade in the hands of Americans would soon grow to wonderful proportions, for the reason that these lakes in Russian America supply the only ice suitable for shipment on the Pacific north of the equator. I did not mention in order, when speaking of the fisheries, that all the way north from Kodiak to the Arctic, whales are found in great abundance. Kodiak and Bristol Bay are all whaling grounds, and many a New England town owes its wealth to the large catch of whales in Russian-American waters. Walrus are as plentiful as and about Behring's Straits as blackberries are with us in August. With American fishing settlements along the coast, the ivory and oil of these walrus will become no small source of wealth to our enterprising fishermen.

One more fact in regard to climate and temperature. Major Kennicott died in the great eastern head of the Knitchepek, 500 miles by the course of the river from its mouth into Behring's Sea. The ice in the Knitchepek broke up on the 23rd day of May, and on the 26th a portion of his companions embarked in native boats, taking with them Major Kennicott's body, navigated the river to the sea without obstruction, and then coasted north 75 miles to Fort St. Michael, a post of the Russian-American Company. This proves a good deal as to the favorable temperature of that country, and makes the Knitchepek nearly as early as the St. Lawrence a point of navigation. I have the honor to be, very truly yours, P. McD. COLLINS, U. S. C. A., Amoor River.

France vs. Prussia.

THE LUXEMBURG QUESTION.

Our last European files bring us some interesting particulars concerning the difficulty between France and Prussia, growing out of the effort of the former to acquire Luxembourg. The Paris correspondent of the London Herald, under date of March 25th, writes: As regards the Luxembourg question, the semi-official denial of the France is generally disbelieved. That France wants to get hold of it, and she has offered to buy it of the King of Holland, is so universally credited that nothing short of an explicit denial in the Moniteur could alter the prevalent opinion. It is also equally firmly believed that Prussia means to keep the fortress, and it is pointed out that, in the event of the sale by Holland having been completed, a *cavus belli* between France and Prussia is readily afforded. Great uneasiness and perplexity continue to prevail. Meanwhile I direct your attention to the following articles in the Presse, from the pen of M. Cuvelier-Claryg, which is supposed—how truly I cannot say—to convey a reflex of the opinions of the French Foreign Office:

Is the France quite sure that there has been no negotiation relative to the Grand Duchy of Luxembourg? On the other hand, is the Prussia sure that a solution has been advanced than the France says, but that a solution is more distant than the Temps suppose. The critical situation of Holland at the present moment has already been shown. The language of the Berlin press leaves no doubt as to the desires and pretensions of Prussian policy, which would territorial sacrifices or absorption in the Northern Confederation. M. de Bismark, in one of his last speeches, denied none of the pretensions of Prussia; he only declared that the Cabinet of Berlin would abstain, for the time being, from putting any pressure on Holland, in order not to give rise to a European question. Holland then, knows what to expect, when Bismark thinks the moment opportune to renew his demands and exert the pressure necessary to their success. From whom may she expect assistance, if not from France? Luxembourg is of no importance, either politically or commercially to Holland to which it is only united by the fact of their having the same ruler. The King of Holland cannot have a very strong liking for the role of vassal to Prussia, which benefactor is the only character possessed by the Princes of the Northern Confederation. He ought much more to desire the independence of his crown, as King of the Netherlands, than the satisfaction of reigning as Grand Duke over 200,000 Luxemburgians, under the good pleasure of M. de Bismark. The interest of the sovereign and the people is the same, and it is perfectly admissible that the King of the Netherlands should be disposed to exchange the possession of Luxembourg for a pecuniary indemnity and an alliance which would guarantee the independence of his States. We do not think that these dispositions of the King of Holland have been embodied in any document; it is more than probable that they have been established in diplomatic conversations, merely under the title of an exchange of views on the "eventualities" of the future. But what appears to us certain is that they ought to exist, because they are in conformity with the interests of affairs. Has Prussia anything to do with them? Yes, and no. It Holland and France admit as legitimate and well grounded the presence of a Prussian garrison in the fortress of Luxembourg, Prussia has a right to have an opinion, and ought to take her place as a contracting party to the arrangement which will be come to. If Holland and France refuse Prussia the right of holding a garrison at Luxembourg, in virtue of the provisions of the constitution she has destroyed, it is obvious that there is no need of consulting Prussia in any way. Such is the question of justice; but Prussia is at Luxembourg, and the difficulty is to know how to turn her out. Shall we remind her politely of the rights which she does not possess, and request her to fulfill their conditions? Shall we accept the alternative of only entering the Luxembourg by demolishing its walls? But who does not see that the importance of Luxembourg is its fortress, which, when not in our hands is an open gate on the French frontier? Where would be the benefit of the annexation if it had not for its object the stopping up of one of the openings made on our frontier in 1815? Would the addition of 200,000 souls to the French population be a serious compensation for the aggrandizement of Prussia and the unity of Germany? The simple excess of births over deaths giving us as much every year, without the necessity of asking M. de Bismark.

WHAT WILL FRANCE DO?—WILL THE PRUSSIAN BE PERMITTED TO OVERTURN THE NETHERLANDS? [From the Paris "Liberte" of March 24th.]

Luxembourg is topographically situated, in a certain manner outside the sphere of action of Prussia; and it is moreover irresistibly opposed to all plans of annexation. Why, then, does Prussia still occupy it and appear to wish to establish herself there definitively? For a long time past Prussia, in her dreams of a Kingdom of Germany, has aimed at becoming a maritime power. From Ostend to Kiel there is not a point of the coast on which she has not fixed her eyes. Her efforts to effect a close connection with Holland, who would open to her a wide access to the Atlantic, does not date, as is well known, from yesterday. Therefore, to unite Holland to the Northern Confederation is at present, and has been since Sadowa, the aim of Count de Bismark. What an immense advantage that combination would offer! This would be realized his fondest wish without awakening the scruples of Europe, or exciting the susceptibility of the Dutch. Infringe on the independence of Holland! Never. And Prussia may thus make absolute engagements with all the Governments and give formal guarantees which M. de Roubert will solemnly quote in the tribune. When the *Livre-Journe* of the future shall be published, three Prussian despatches addressed to the Hague in the month of December, and two others sent there at the moment of the assembling of the Northern Parliament, will reveal, although

too late, all the gravity of the present situation. Holland resisted insinuations, as she has recently treated formal proposals. Prussia then unmasked herself; she pointed to Luxembourg, which country she is occupying and will keep as a pledge. If ever there was a fearful alternative it is that of the Dutch Cabinet, which has to choose between the loss of a province and the diminution of its independence! Placed in that difficult situation it applied to the French Government. Here the question becomes delicate, and we fear to touch on secrets to which even diplomacy is not admitted. Luxembourg belongs in reality to the King of Holland rather than to Holland. The question may therefore be treated directly between sovereign and sovereign. The above incomplete exposition may be summed up in the following terms:—1. Prussia demands temporarily the annexation of Holland to the Confederation of the North, in order to open for herself a wide access to the sea; 2. Prussia has no desire to keep Luxembourg, and only holds the country as a pledge and in order to exercise an irresistible pressure on the Dutch Government. 3. Holland, in order to escape the clutches of Prussian ambition, turns towards France and offers her Luxembourg for a sum of money, asking at the same time to be protected by the French army. What will France do? We cannot say; all we know is that Prussia occupies Luxembourg, has established herself there, and does not appear disposed to evacuate that province.

FRANCE ON THE LEFT AND GERMANY ON THE RIGHT OF THE RHINE.

[From the Paris Pays of March 25th.]

By what right, in the name of what principle, should we have blamed the German nation for that which we have never ceased to practice ourselves, and which all Europe has just recognised in Italy? How could that appeared natural and legitimate on the left side of the Rhine be irregular and revolutionary on the right side? France had no interest, either of principle or security, to impede the accord of Prussia and Germany. German unity on the right of the Rhine will be what France unites on the left. Both nations will again occupy the position they had on the arrival of Caesar. Only in the interest of peace, necessary to all, we must re-establish between the two countries the serious barrier which nature has placed there, and which the artificial combination of a hostile policy toward France had effaced. Germany cannot be tranquil if France is not; and if Prussia and Germany would have the natural sphere of their territory, it can only be on the condition of not compromising the independence of the only great nation which does not enter them. Prussia cannot pretend to dominate from Niemen to Thionville. The sword of Prussia ought, then, to stop at the Rhine; and since the treaties of 1815 are down no Power must be permitted to pick them up.

WILL BISMARCK CONSENT TO THE SALE OF LUXEMBURG?

The *Neue Freie Presse* of Vienna, which has the reputation of being the organ of Herr von Bismark, has a significant article on the military conventions between Prussia and the South German States, the existence of which has just been disclosed by the official press of Berlin. It points out the intention of the fourth article of the treaty of Prague was evidently to make the northern and southern States of Germany two separate bodies, especially as regards military matters, and that France had not understood it in that sense, and adds that, as the article provides that the Southern Bund should have an "independent national existence," and its alliance with the Northern should be a "national" one, the conventions in question might very justly be made the subject of a Franco-Austrian diplomatic intervention. The *Neue Freie Presse* thinks, however, that it might be preferable for Austria to adopt a less direct method of preserving her interest, especially as Count Bismark has it in his power to silence the opposition of France by conniving at the sale of Luxembourg. It therefore suggests a rapprochement with Prussia, which, it believes, would dissuade Count Bismark from pursuing his schemes of aggrandizement, and enable Austria to pursue her work of internal reorganization with security.

The Port Townsend Tragedy—Things that Sometimes Happen in the Country to which Annexation is Recommended.

MESSENGERS EDITORS—Amongst the many advantages and benefits that would result from our annexation to the United States, no allusion has ever been made to the agreeable excitement afforded by such startling events as that of the recent tragedy at Port Townsend. It must be admitted that such a transaction at this particular juncture, when we have been so earnestly importuned by the articles in the *Morning News* to throw ourselves into the arms of Uncle Sam, is a very ugly and unoward circumstance. It speaks volumes of the state of society, and the absence of law and order in that portion of the Great Republic. We read that these offended sailors coerced and drove the lawyer on board. Where were the authorities? Do they good-naturedly overlook such trifles? Doubtless it must have come to the ears of the authorities, and it is clear that it was looked upon as no offence, for the men were at liberty and again were permitted to brave the law and commit another outrage. The results are before us—the gun and revolver out—shots fired—lives taken. There was no police intervention, so there was bloodshed and murder. I do not say that such a state of things is incompatible with a feeling of safety and security, more especially to those who are a little accustomed to it, but in the event of annexation I think it quite likely that with any of the John Bull race, more especially with those who have wives and families, it would be a long time before they would feel perfectly at home in such an atmosphere.

THE OLD FLAG.

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The more closely proposition to annex the United States, the more ridiculous and absurd is not the slightest however "humble" Home Government in its favor, that it will respectful consideration Her Majesty's Minister is ever accomplished through the united North America—no petition of one Colony to cut loose from the place itself under the foreign power. Even disposed to part with it and its islands, the Canada would strangle its own oppression, and its oppression but prove successful, show that to part with would be to close the continent, the which was one of the Confederation. Deprived of a front on the whole scheme would Confederation has been Canadian statesmen for century; but it has never of save in connection the construction of a the continent, over which the rich products of the and the more substantial the British Provinces. Therefore, never consentation of British Columbia England should; and if country persisted in part Colony, Canada, finding to her present borders quickly follow the example and throw herself into the arms of Uncle Sam. Besides, of a "national feeling" has gained strength in the Eastern Provinces, and if separation from another country were to be would be to the end that at present Dominion, Kingdom might spring from the presence of British North America a result could only be brought through Confederation, for way can an united opinion be said with regard to the question. The Annexationist day opposes Confederation, defeating the very object view. We do not wish to stand as saying that Confederation will result in Annexation want to point out that nothing of the voice of all the Provinces effect a change so sweeping except there be a concert of such expression could be obtained and that no concert of action had without a union of the Eastern Provinces. One of the objections—in fact, only objection we have heard against Confederation, is that we have to wait some time before we are included in the Confederation. Well, "isolated;" but what of that was California in 1849, yet admitted as a State in 1851, day—only sixteen years after pushed eastward over the Sierra da Mountains to connect with a line which is being pushed west from Omaha. The Confederation modeled in some respects after the plan of the Republic. The have perfect freedom of action. Government is guaranteed, Representation according to Population secured. It has no gigantic debt hanging like a millstone on its neck which five generations heavy taxation will scarcely elude and it has resources within which, if properly developed, render it one of the most prosperous aggregation of States under the sun. We have no apology to urge in behalf of the miserable blunder called an Annexation with which we are



