

The Politician.

THE COLONIAL PRESS.

From the St. John Courier.  
RAILWAY MATTERS.

We publish to-day two letters from Mr. Jackson—one to the Governor of Nova Scotia and the other to Mr. Hincks. As we supposed, there is nothing in them which gives the slightest countenance to the assertions of the Halifax newspapers of last week, that Mr. Jackson had an intention of abandoning his contract in New Brunswick.

All that can be fairly drawn from them is, that owing to the state of the English money market, and the aspect of political affairs of the Continent, there is little prospect of the Maine portion of the European and North American Railway being undertaken at present; and that this, together with the difficult and expensive nature of the work through Nova Scotia, will prevent Mr. Jackson contracting in Nova Scotia on the basis of the European and North American Railway project.—He however proposes, on certain assistance being obtained from the British Government—which we presume he can safely calculate on—to construct the line from Trois Pistoles to Halifax, as a portion of the Grand Trunk Railway of Canada.—We should say that it is a matter of perfect indifference to us under what names or by what means this Railway is constructed, so long as we have not to pay too much for it; and we question if twenty thousand a year, for a limited period could be more judiciously expended than in making the fine country north of Miramichi available for settlement.

But if the contractors choose to give up the guarantee of three thousand pounds per mile, on the line from Miramichi to Amherst, as far as the Province is concerned the liability will be very much lessened. The distance from Amherst to the Canadian boundary is 250 miles;—this at £3000 per mile, would be £750,000, the interest of which, at six per cent., is £45,000 per annum. If this road is built therefore, and we are only asked to contribute £20,000 a year, for a limited number of years, having a voice in the management, we do not see why the proposal can be considered otherwise than favorably. In the mean time, we can positively assure our readers, that nothing that has occurred, and nothing that can arise from such negotiations, will have any effect on the progress of the railways contracted for in this Province. The railway from Shediac to St. John, and from St. John to Fredericton, must and shall be constructed as fast as men and money can do them. The line from Miramichi to Shediac must be built, whether on one scheme or the other, and we much mistake the spirit and energy of our friends in Maine if they allow us to be long before them at the border.

We do not see why our neighbours in Nova Scotia should be so awfully savage. Mr. Jackson last year went to Halifax and made them the same offer that had been accepted by Canada and New Brunswick, but was met by suspicion and insult. Our sagacious neighbours had a scheme of their own, and wanted to look about for a better bargain. In the interim, money, materials, and labour have risen in value nearly fifty per cent., and they ought to take the consequences patiently. If they get the Trunk Railway for twenty thousand a year, another twenty thousand given in aid, or as guarantee, will secure the construction of the branch lines to Pictou and Windsor, and what more do they want?

The fact is, the Halifaxians are in the habit of cherishing certain pet ideas, on which they build castles in the air; and when plain sensible truth-telling men, like Mr Cunard or Mr Jackson, venture to dispel the illusion by showing things in their real light, they cry out as if they had received an injury. It was only the plain truth, that Mr Cunard would lose rather than gain if his boats stopped at Halifax—and he was quite right to say so even if it was to the injury of his native country.

Mr Howe and others have so frequently asserted that the line from Amherst to Halifax would be much better property than the connecting line in New Brunswick and Maine, that it came to be received as a settled fact. No wonder then that Mr Jackson's declaration that this line will not pay, is received with incredulity and indignation, especially after it is known that Mr Jackson has readily contracted for, and intends immediately to construct, the connecting line through New Brunswick, on the ground that it will pay handsomely.

We have before reasoned out this point, taking the telegraph lines as a means of comparison, and need only say at present that it must be obvious that lines, as they approach the centre of business, will not only have the benefit of their own local traffic, but the through business of all lines outside of them, and that the extraneous can have little beyond their own local business to depend upon.

By the way, if we mistake not, there must have been a very erroneous impression created by the way Mr Cunard's evidence was taken before a Committee of the House of Commons. He was asked what deduction would be made from the contract price if his ships were not required to go further than Halifax; and he replied, that so far from making a deduction, the change would involve him in a heavy loss.

Now, it does not appear that either the Committee or the thought of taking into account the bearing that a Railway from Halifax to Canada and the United

States would have upon the question. And yet this was really the only information wanted? Everybody knows, that without railways from Halifax, as at present not a dozen passengers a trip would come by steamers stopping there; and it was therefore child's play to ask what he would deduct if required to go no farther. As to the effect of such a railway system as was contemplated at the Portland Convention, Mr Cunard's opinion was no more worthy than that of anybody else, and even if it had been given on that point, would have been but of little value against the established fact, that the shortest ferry would command the passengers, and that nineteen out of twenty and men will invariably jump ashore and travel by land when the opportunity is offered to them.

From the Fredericton Reporter.

STATE OF NEW-BRUNSWICK.

The extraordinary rage for speculation which for the last half dozen years has been gaining upon the public mind in this Province, is now rapidly approaching its climax, and so sure as the wave reacts upon the shore, the natural consequences must soon follow.

Within the last fortnight, spruce logs have been sold in St. John at the most outrageous prices—say ten or twelve dollars per thousand—but as the half of that sum has actually been paid for the stumpage, it is difficult to conceive, how even a lumberman can be so crazy as to imagine, he can, in view of the other half, expend his time—lay in his stock at the present high prices—pay a most exorbitant rate of wages—and hope for a profit. There is nothing in the whole routine of our experience to warrant such an assumption; nor is there anything in the present state of England, of Europe, or of America, to induce a single hope that such recklessness can escape with impunity. The merchant, the lumberman and the farmer are moving onward and in concert, as rapidly, as their means and credit at home and abroad will permit, towards the pit-fall which lies before them; and many we fear will not be able to "hold up" in time to avoid certain ruin. Let no one wonder or be offended at this prediction. We speak not only our own opinion, but also that of all who are not blinded by the rashness of speculation; and we speak only in the language of solicitude and good feeling, when we affirm that whenever business is carried beyond its legitimate boundary, the result must be a failure. It is from these considerations in a local point of view, and also from a knowledge of the symptoms which are fast gathering on the horizon abroad, that we earnestly entreat the farming portion of our readers to withdraw as speedily as possible from every engagement—their own safe and remunerative one excepted. There is scarcely a young man in the rural districts of the Province who has not the means to purchase enough of land to make him a comfortable homestead in the future; nor is there a practical farmer who may not enhance the value of his place by judicious and necessary improvements. Let the axe and sled for a time give place to the plough and sickle—let the horses be set to work on the farm, instead of expending his useful strength and consuming his fodder in the wilderness, and let the wholesome bread, made from our own grain, supplant the sour and high priced article which we import so largely from a foreign country which is not half so fertile as our own.

But apart from our labouring occupations, we fear there is another source of speculation which may ultimately lead to much injury, but more particularly in the vicinity of St. John. We allude to the foolish estimate which many entertain of the value of a Railroad passing through that city, and the consequent rise of property beyond its natural level; that rise, which not being based on the true principles of a healthy business, can never sustain itself in the hour of trial. With a business thus furiously driven in the wilderness, and another not less madly carried on in the city, what can we expect for the consummation? It is true, that a number of fortunate concurrent circumstances have thus far almost miraculously interposed to save us from the consequences of our own reckless conduct, but this state of involuntary safety cannot always continue. The prizes will surely be followed by the blanks in our Provincial lottery. With the single exception of the Bend of Petitcodiac, we know of no town or village in the Province, where under the present Railway arrangements the rise of property would be properly warranted.

The old trick of endeavouring to deceive ourselves or others by throwing the blame either upon the general or local Government—will then be too late or too senseless—to command attention. We may raise an outcry against the Queen for choosing to live on the other side of the Atlantic,—against the Governor for living in a big house which we have built for his use, against Partelow for our poverty,—against Chandler, Kinnear, Street and Hazen for bad laws,—against Wilmet for a fire in the woods, and against Hayward and Montgomery for the fall of saw logs and the potato rot;—but the silly clamour can have no other effect than to remind us of our own madness and folly—our haste to be rich, our unwarranted extravagance, our adoption of reckless means to justify a favourite end, and a neglect of the legitimate means within our power.

The mind is never right but when it is at peace within itself, and independent of very thing abroad.

FRIDAY'S MAIL.

EUROPE.

OMER PACHA.—The Journal des Debats gives the following details relative to Omer Pacha who commands the army of the Danube:—Omer Pacha is a native of Croatia, and was consequently by birth an Austrian subject. He was born in 1801 at Vlakvi, a village situate in the circle of Ogulini, 13th leagues from Fiume. His family name is Lattas. His father was Lieutenant-Administrator of the circle; his uncle was a priest of the United Greek Church. Admitted when very young into the School of Mathematics of Thurin, near Carlstadt, in Transylvania and after having completed his studies with distinction, the young Lattas entered into the corps of the Point et Chausees, which in Austria is organized on a military footing. In 1830, in consequence of a misunderstanding with his superiors, he left for Turkey, and embraced Islamism. Chosrew Pacha, who was then Seraskier, took him under his protection, procured him admission into the regular army, and attached him to personal staff. He even gave him his ward in marriage, who was one of the richest heiresses of Constantinople, and the daughter of one of the Janissaries whose head he had caused to be cut off in 1827, when that corpse revolted against the Sultan Mahmoud. In 1833 Lattas who had taken the name of Omer, was chief of battalion, and was appointed aid-de-camp and interpreter to General Chirzanowski, who had charge of the construction of the Ottoman troops encamped near Constantinople. Omer was thenceforward actively employed in recognition of the Turkish army, and still protected by Chosrew Pacha, obtained successful important missions and command in the army. The troubles of Syria and the Albanian insurrection of 1846 gave him occasion to distinguish himself, and attract to him the attention of the Sultan. He was sent to Kurdistan, and succeeded in obtaining the submission of that province, which was nearly independent of the Porte.

Named in 1843 to the command of the army sent to the Danubian provinces, he made the authority of the Sultan respected while at the same time he respected the susceptibilities and privileges of those provinces placed as they were under the double protection of Turkey and Russia. They year 1851 was the most brilliant period of the military career of Omer Pacha. Named Commander-in-Chief of Bosnia the principal chiefs of which had refused to recognise the Tanzimat; that is the new organisation of the empire, he combated successfully, though with an inferior force the Beys of that country. At last he was sent to Montenegro, where he found himself for the first time commanding a regular army of 10,000 men. The intervention of Austria as is known, put a term to that expedition before decisive operations could be commenced. At the present date Omer Pacha is at Schumla at the head of nearly 100,000 men. He is described as displaying great activity in its organisation and is occupied with fortifying the country which may become the theatre of war. Omer Pacha is about 52 years of age, below the middle height, but with a martial expression of countenance. He speaks with the same facility the Servian, the Italian and German tongues. After the insurrection of Hungary he undertook the defence of the refugees whose extradition had been demanded by Austria and Russia. He proceeded to Schumla, where he made acquaintance with the principal refugees, and on his arrival at Constantinople he interfered zealously with the Sultan in their favour. He took several of them with him to Bosnia and Montenegro, and confined to them important posts. Some of them have distinguished themselves greatly, and have remained in the service of Turkey.

Prince Gortschakoff had resolved to remove Omer Pacha, and had tried to poison that gallant general who had done so much towards the regeneration of Turkey. A European physician arrived at Constantinople, obtained direction of the military hospital of Schumla. Omer Pacha perceived that this person kept up mysterious relations with Russian Spies. Soon after being warned that there was an intention to poison him, he feigned to be indisposed and sent for the medical man to attend him. This person went out to prepare a calming potion, which he presented to Omer Pacha to drink. The general requested the physician to taste it first himself, and as the other refused to do so, he forced him to drink the whole of it. Seeing that the physician then wanted to hurry out, he forced him to remain in the tent, in order that he might judge of the potion. At the end of some hours the physician died of the potion.

LOUIS NAPOLEON AND HIS CAPTORS.—During his visit to Boulogne the Emperor presented the military medal to the gendarme who arrested him in 1840. His Majesty, while giving, it said to the persons near him, I admire men who obey their chiefs." The Emperor likewise sent 5000 francs to a coast-guard who aimed his musket at him on his landing on that occasion.

SHIPWRIGHTS.—Within the last eight months the shipwrights of Sunderland have received two separate advances of wages, the first from 24s. a-week to 27s., and the second from 27s. to 30s. Last week a circular was sent to several shipbuilders along the Wear, intimating that from Saturday next, the 8th October, the men had resolved that 36s. per week should be the pay. The employers have agreed to resist this demand, and on the contrary, to reduce the wages to 27s. per week from the 1st of November.

CALIFORNIA.

The California steamers have arrived at New York, with San Francisco dates to

the 1st Oct. They also bring late news from the Sandwich Islands, South America, and Australia.

The brig Arrow had been seized at San Francisco on suspicion of being about to proceed to Sonora on a filibuster expedition.

The Magnetic telegraph between Point Lobos and San Francisco, the first in California, had been put in operation. Intelligence from the mining districts represent the miners as doing well. Crops were in a flourishing condition. Trade throughout the state was dull, owing to the scarcity of money; and the markets were being glutted by the constant arrival of goods.

Capt. John Valdee, of the United States Coast Survey, had been murdered by a party of Mexicans.

A severe fight had occurred near Jacksonville, in which twelve Indians and one white man were killed.

The anticipated expedition to Sonora was attracting attention, and the authorities were very watchful. It was said that the party would sail in two or three weeks.

Expeditions to the Sandwich Islands were also talked of.

Dates from Utah to August 25, had been received at San Francisco. The Indians were very troublesome among the Mormons, committing many depredations and murders.

FROM THE ISTHMUS.—An accident happened on the Panama Railroad on the 1st inst. While the train which contained the passengers and mails of the Illinois was passing over it, the locomotive came in collision with a bull while crossing the bridge near Tarbenilla, and was thrown off the track, tearing up the bridge, and precipitating the cars into a ravine nineteen feet deep. The locomotive and five cars were smashed, and the bridge completely destroyed. An Irishman and a native were the only persons killed. Patrick Howard, passenger, had both his legs broken. Several others, chiefly attached to the railroad, were more or less bruised.

The eighteen deserters from the U. S. frigate Columbus had been arrested on the Mosquito coast, where they had been creating a disturbance, and were to be carried to Aspinwall in irons.

British sloop-of-war Cockatrice arrived at Panama on the 13th, from San Blas, with half a million of dollars.

FROM SANDWICH ISLANDS.—The political excitement at Honolulu continued.

The king had refused to dismiss his ministers, Messrs Judd and Armstrong. A large number of Russian emigrants had arrived at Honolulu. The whaling season had thus far proved very bad. The whaling fleet had agreed to rendezvous at the Islands about the middle of October.

The small pox continued its ravages in the Islands.

PERU.—A government gold escort had been attacked by a gang of Bushrangers and robbed of nearly \$50,000 of gold.—Several of the guards and four of the robbers were killed, and all comprising the escort but two men were more or less injured.

CHILI.—The mines of Coquimbo were yielding finely, and the Amazon gold excitement still continued.

VALPARAISO.—Dates from Valparaiso are to the 24th September.

There was no American flour in the Valparaiso market. Provisions were very well supplied. Butter was very scarce. Freights very high.

A fire occurred at Valparaiso on the 1st September, destroying twelve houses and about the same number of stores. Loss about \$200,000.

The screw schooner Isabel, sent out by Lady Franklin for the Arctic regions, had arrived at Valparaiso, where, owing to a disagreement among the officers, the whole expedition was abandoned.

FROM AUSTRALIA.—Dates from Melbourne to the 15th Aug. have been received. There was a great want of labourers in Australia. Some were receiving as high wages as £10 per week.

Melbourne markets on the 18th August show but little if any improvement; holders were firm in expectation of improved prices. The supply of flour was very great; 60s. per barrel had been refused, though small lots had been sold at lower prices. Provisions, groceries, bacon, and hams continued very dull, the latter difficult of sale at any prices. Boots and shoes were declining, with large arrivals. Building materials were rather lower. But still in great demand. Hardware difficult of sale, and accumulating largely. A great decline has been experienced in the price of liquors.

The news from the mining districts still continue favourable. Very rich mines had been discovered in Sonora, and large parties are going thither.

A latter date Jacksonville, 25th gives an account of a battle at Evans' Creek, with the Indians, which took place on the previous day. The Indians numbered 250, and the whites 96. There were 10 Indians killed and 30 wounded. The whites lost 3 men killed and 8 wounded.

There had been other fatal difficulties with the Indians, which we find detailed as follows:

It appears that Capt. Smith, Mr John Gibbs, and others, had a fight with the Indians, when Dunn and some others were wounded. They killed four or five Indians, and took seven or eight of them prisoners, and kept them under guard, for the purpose of inducing the remainder of the tribe to come in; and were under the impression that they were good Indians. On the 21st the Indians crawled in upon them, and charged the guard, and rescued the prisoners. They then burned some hay-stacks. John Gibbs, of the Mountain House was standing guard at the time, and

had his arm fractured by a rifle ball, and shot in the groin. Mr Carroll, of Eureka, was one of the other men wounded.

An emigrant who had just come across the plains, by the name of Smith, while lying asleep, was shot dead with ten rifle balls. Another emigrant, who had just arrived with his wife and several children, from some place near Burlington, was shot. He died on Tuesday. At the time he was shot the Indians had seized his wife, and he was trying to rescue her. She escaped unhurt. One man had his thigh broken by a rifle ball: another wounded by arrows, the names of whom we have been unable to learn. None of the Indians were killed or wounded. They drove off one American mare, and shot two oxen and one mule—belonging to the ranch.

We have just received news from Capt. Smith, who is on his way in from Port Oxford, with a company of 40 dragoons.—They came in on the new road east of the bayonet. They fell in with a party of Indians at the bayonet, near Table Rock, had a fight with them—killed ten Indians, but lost one man.

NEW BRUNSWICK.

ENGLAND AND THE UNITED STATES.—The London Times in discussing the question of the fisheries expresses the hope that before another season the question will be settled. We quote the concluding paragraph of the article:

Transactions and agreements of a permanent nature between great nations are especially valuable for their prospective influence and future utility, which are of far greater consequence than their immediate effect on the humour of the public or the reputation of those who have concluded them. Many wise treaties by which peace has been maintained and lasting benefits conferred on mankind, were converted at the time when they were signed into weapons of party warfare while other measures, regarded at the time with peculiar popular favor, have only deceived the expectations of their authors. Not a treaty has been concluded between the United States and England, from Mr Jay's to Lord Ashburton's, which has not been denounced by one party or the other as a surrender of national rights; yet these very compact are still the basis of the amicable relations and the unbounded prosperity of the two nations; and the statesmen of Britain or of the United States can hardly render a greater service to their respective countries than by endeavouring, in earnestness and good faith, to strengthen the commercial and international ties of these kindred powers.—Morning News.

The late heavy rains have risen the river considerably, and steamers are now on the route between this place and Fredericton. The Richmond made her appearance first. She came up on Thursday. The Bonnie Doon arrived last evening, and the J. D. Pierce is expected this evening. The appearance of steamers is a welcome sight to our merchants, who began to feel anxious about their goods, fearing that winter would set in before they had completed their fall and winter stock.—Woodstock Reformer.

FREDERICTON.—A correspondent writing us from this place, gives us an account of the wreck of the steamer St. John etc. As we have not space to give the letter entire we extract the following particulars.

The Steamer left Saint John on Saturday afternoon, with many passengers and a large quantity of freight. A short distance above Harding's Point she sprung a leak, when she was immediately run on the bar. Instead of being allowed to remain there in comparative safety she was worked off, and proceeded about 6 or 8 miles, leaking all the way at a fearful rate, all hands engaged at the pumps. It soon became evident that in order to save the lives and property, it was necessary to run her on shore again at or near Oak Point. This was accomplished with great difficulty, the passengers having escaped only a few moments before the steamer went down. She has grounded on a very rocky part of the shore, and it is feared will be much damaged. Much confusion prevailed. Several females were on board. The passengers were hospitably treated by the people during Sunday, until Monday, when the "Forest Queen" came to their relief.

On Monday quite a brilliant affair took place at Fredericton—the presentation of a suitable testimonial to the proprietor of the "Barker House" as a token of appreciation for his preservation and enterprise in the erection of so spacious and splendid a hotel. The demonstration concluded with a most exhilarating supper, at which campaign and songs, jokes and humorous speeches predominated.

On the same night, about 1 o'clock, a serious affray occurred on the streets between some citizens and a party of "up-river" men, in which some one or two persons were severely although not dangerously injured—one of the countrymen was arrested and lodged in jail. He was to be examined yesterday morning.

NOVA SCOTIA.

THE FISHERY.—Information from Canoe reached the city yesterday, stating that a fleet of about 100 sail of U. S. Fishermen were encroaching upon the Fishery at Fox Island, in pursuit of an immense school of Mackerel, and were committing flagrant depredations upon the property and persons of the Fishermen belonging to that place and neighbourhood. In consequence of this report Sir George Seymour immediately ordered the Boats, Lieut. Bridges, to get ready for a cruise in that direction for the protection of British interests, and she accordingly sailed this morning.—Halifax Recorder.

UNITED STATES.

TEXAS.—The yellow fever at Galveston