

The Politician.

THE COLONIAL PRESS.

From the St. John New-Brunswick.
THE NOTHERN PART OF NEW BRUNSWICK.

The article in our last, under this caption, has excited so much interest and enquiry that we have been induced, by special request, to give some further information respecting the little known, but most valuable position of New-Brunswick lying along the northern boundary.

Speaking of the Restigouche, Col. Bouchette, in his work on these Colonies, says:—

"This majestic River, and its numerous tributaries, branch over more than 2000 square miles of New-Brunswick and Canada."

Major Robinson, R. E., in his report on the Halifax and Quebec Railway, says of the Restigouche:—

"For beauty and richness of scenery this River and its branches are not surpassed by anything in Great Britain. Its lakes are enormous and most beautiful; its surface is undulating, hill and dale, varying up to mountain and valley.—It is every where, except a few peaks of the mountains, covered with dense forest of the finest growth."

"The country can everywhere be penetrated by its streams. In some parts of the interior, by a portage of 3 or 4 miles, a canoe can float away, either to the bay of Chaleur and Gulf of St. Lawrence, or down to St. John, in the Bay of Fundy."

Our intelligent correspondent, the Restigouche lumberman, thus describes some of the tributaries of that river:—

"The Mistouche is not known here by that name, being generally called the Patapadiac. It is the next river above the Matapadiac, on the north side of the Restigouche, and is hereafter to be our boundary with Canada. There is a great deal of pine upon it. The next stream to the westward is a large one, known as Tracey's Brook; it also has pine upon it. The stream next above, is the Kedgwick; the old Indian name is, Quotawankedgwick. It is considered the main river, being much larger than the Restigouche where it enters that river, and is there 80 yards wide. There is very large quantities of pine near the Kedgwick, in general too small for square timber, but admirably adapted for logs. It is as fine a quality of yellow pine as is to be found in British America. The next stream of any size is the Little Forks, so called; it has also pine upon it. These several streams have been heretofore under the jurisdiction of Canada, but now they fall to New Brunswick by the late award."

"When you ascend these streams to the first level, or tableland, you find fine tracts of country. Their extreme sources are in the lofty mountains of Gaspé and Rimouski."

"The pine grows generally along the face of the mountains, and the sides of the gulches, pretty well up to the heads of the streams, below which is the hardwood country. It is worth remarking, that where hardwood prevails, the soil is alike good whether in the broad valleys or up to the tops of the highest hills; on the summits of some of these the very richest soil is found, and these are known by the hardwood growing upon them."

From another quarter we learn that the Restigouche, for 70 miles from its mouth, is bounded on both sides by stripes of level land extending upon an average, more than a mile back.—In some places, however, the mountains come to the very edge of the river like a wall. In proceeding up the Restigouche, the traveller is agreeably deceived; at every five or six miles he seems to be entering upon a new lake; and sportsmen will understand us when we describe it as a constantly recurring succession of "rapid and pool." At one hundred miles from the Bay of Chaleur the land becomes comparatively level, and thence to the sources of the river it is a fine rolling country, consisting of rich upland, skirted with large tracts of intervals, the whole covered with a magnificent growth of mixed timber, among which large groves of pine are often conspicuous.

Upon this wide spread tract of fertile Country on the upper Restigouche, gloriously timbered and most admirably watered, there is not at this moment a single settler!

The largest tributary of the Restigouche is the Matapadiac river, which falls within the limits of Canada. The river flows out of a spacious lake of the same name, situate in the highlands which separate the waters flowing into the St. Lawrence from those which fall into the Bay of Chaleur. This lake is about sixteen miles long, and from 2 to 3 miles in breadth; it lies in a limestone basin, and blocks of limestone, filled with fossils, are scattered along its shores. On the South-Western side of the lake, this limestone appears in place, resting upon a white sandstone.—Professor Johnstone says, that from what he saw of the borders of the Matapadiac Lake, it appeared to him certain, that wild as it now looks, and remotely as it now looks, and remotely as it is situated, the time will yet arrive when drainage and the use of lime will make fertile wheat land of the flat country which fringes this extensive sheet of water.

The river Matapadiac flows from the Lake in a S. E., course, through a valuable country, until it falls into the Restigouche, about 9 mile above Mission Point. It has four large tributaries and several smaller ones, which water and enrich a large tract of excellent country.

the soil and timber on the Matapadiac (says Col. Bouchette) are the best quality the scenery beautiful picturesque, and in some places highly romantic. The islands are numerous, and many of them of considerable extent; sometimes the waters are confined between stupendous mountains, at others the valley is expanded to a great extent of fine open country.

It is up this valley of the Matapadiac and along the lake, that Major Robinson proposes to take the Halifax and Quebec Railway, from the Restigouche to the south bank of the St. Lawrence, at Metis. From the head of the Matapadiac Lake, to Metis, the distance is about 21 miles.—Thirty years ago the first house was built at Metis; now there is a large settlement of prosperous farmers, the greater part of them Scotch.—Many settlers are at present joining these Scotchmen from the upper part of the St. Lawrence, because the land is good, and the crops excellent—moreover, freehold titles can be obtained in this district, which is the county of Rimouski.

The geological characteristics of the northern portion of this Province, in the County of Restigouche and on the Bay of Chaleur, are thus briefly, but clearly described by Professor Johnston in his "Notes of North America," Vol. 1, page 406:—

"Over the limestone formation which is observed about the Matapadiac lake, lies a thick deposit of sandstone, which forms the surface of the pine clad country I passed through, for a considerable distance, on my way towards the South.—To this succeeds a series of beds of a more mixed, shady, calcareous and sandy nature, which form the improved hardwood lands that border the shores of the Restigouche river, harbour and bay, and of the broader Bay de Chaleur. They comprehend the representatives of the Devonian Mountain limestone systems, though in a country like this, so little explored, and from its covering of forest so difficult to explore, the limits or details of these two formations, or of their subdivisions, have not yet been made out."

"But it is to the presence of these formations that the good land of this region is to be ascribed, and by their extent, that, in a great measure, it is limited. Climate, therefore, unless it be extreme, is by no means the most influential element in determining the agricultural capabilities of a country. Its geological character has still more to do with its economical prospects, and in deserving of a study not less careful and minute, both by natives and foreigners, than is usually given to climatic conditions."

We think we have now said enough to convince all who may read, that in the Northern portion of New-Brunswick, and especially in that part watered by the Restigouche and its tributaries, there is land of unrivalled excellence, timber of the finest description, abundance of rivers, lakes and streams, and a country every way desirable for industrious settlers, as yet untenanted and useless, waiting only the hand of man to bring forth its capabilities and develop its numerous elements of wealth.

With the power of reaching this desirable country by easy means of communication—railway, highway, military road, or Provincial great road—it would soon be opened up, and form one of the most flourishing portions of New-Brunswick.

FRIDAY'S MAIL.

CANADA.

TORONTO, October 28.—A feeling seems to be gaining ground in many quarters that we are approaching a commercial crisis. Distrust and want of confidence appear to be on the increase among business men, and on this account the crisis which they would endeavour to avert is promoted. Those who have money keep it locked up, either being afraid to invest it for fear of loss, or else keep it, in the hope that when the crash occurs they will be enabled to invest to great advantage. We have no hesitation in saying that the chances are in favour of having such speculators disappointed, for the resources of the country are sound at the core; and we trust they may be disappointed. There has been no unusual drain of money from the Province of late, but on the contrary there has been an unusual influx of money into the country during the past year. The grain crop of the country has been greater than ever before known, and the price of grain as well as of all other farm produce has been proportionably great and therefore the farmer, who constitute the great mass of the Community, will be the better enabled to meet all their just demands and can better afford to indulge in the luxuries and necessities of life than heretofore. Under all the circumstances, we are of opinion that the present prospects of Canada, far from being gloomy, in fact are more cheering than in former years. And at the same time that all prudent precautions are necessary, we think there are no just grounds for doubts or fears and it is far better for all that there should be none. The opinions generally prevalent now are that the war with Russia, if it really should occur will have the effect of causing a commercial revolution. But we do not think this will be the case. As far as England is concerned the war will probably be a naval one, and it is well known to all that have studied the subject, that the cost of keeping a fleet employed in actual war is little more than the cost of keeping them in commission or ordinary in times of peace, and in this view of the case, the expenses of the war to Great Britain would have no effect on commercial affairs. As to the result of the war there can be no doubt.

Russian vessels would be swept from the sea, and her commerce crippled, while England would be scarcely affected if indeed, affected at all. All surplus capital in Great Britain, then, instead of being invested on the Continent, would be sent for investment to the Colonies, especially to Canada as a place of greater security and more remunerative profits.—Colonist.

NOVA SCOTIA.

We are informed by the Secretary of the Telegraph Company, that the whole of the "American's" Despatch for the Associated Press was, yesterday transmitted over the wires direct from Halifax to Boston. On the same day, all the Boston messages for Halifax were received here from Boston without being repeated at any intermediate office. This is the first instance of an entire message passing direct between Boston and Halifax.—Halifax Recorder.

Barge Annie Hall, of and from Charlotte Town for Richibucto, was lost on a reef on the West side of St. Peter's Island on the 4th inst. crew saved.

Brig Grand Turk from Halifax, for Dalhousie, N. B., put into Pictou on the 13th., with loss of sails, &c.

The Coal Trade.—The shipment of coal still continues brisk for so late a season of the year, and vessels are in demand at very high rates to carry coal to Boston and other cities in the United States. Freight as high as four and a half to five dollars per chaldron to Boston, are now paid, and will likely continue to be given to as many vessels as may offer until the close of the season.—Pictou Chronicle.

EUROPE.

THE NEWS BY THE ARABIA.—We copy the following summary of the news by the steamship Arabia, which arrived at New York on Thursday last, from the Boston papers.

Great inundations had been experienced in the south of Ireland, and much damage was done at Cork.

The ship Victoria, for New York, was burnt to the water's edge Nov. 4th, a few miles below Glasgow.

THE EASTERN QUESTION.—Reliable information relative to Eastern affairs is scanty. It is, however, true that the Turks have crossed the Danube in strong force, and occupied Kalafat. It was rumoured, but not authenticated, that the Russians had attacked and defeated them at Kalafat.

In Circassia, and Daghestan, the Mountaineers have defeated the Russians and captured some forts.

Prince Paskiewitch has been sent out to take the command of the Russian army in the Principalities.

There was a talk of opening a Turkish loan in the United States.

The allied fleets were collecting in the Sea of Marmora, having been dispersed by a storm.

Bucharest and other cities had been placed in a state of siege; and any one in correspondence with the Turks shall be shot.

The Turkish fleet weighed anchor from the Bosphorus on the 25th ult, for the Black Sea.

It is said that Austria has effected her proposed loan by the guarantee of the imperial bank of Petersburg.

LATEST BY MAIL AT LIVERPOOL.—As a set off to this pacific news, we learn that all the places in the principalities in the hands of the Russians have been placed under martial law, and correspondence with the enemy prohibited under pain of death. A conflict was deemed inevitable in the direction of Kvjajova.

Previous to crossing the Danube, Omar Pasha issued the following proclamation, which is well calculated to inspire the fanaticism of his troops:

Soldiers of the Imperial Army! When firm and courageous we shall engage the enemy we will not fly, but sacrifice body and soul to be avenged. Look to the Koran. On the Koran we have sworn. You are Moslems, and I doubt not you are ready to sacrifice body and soul for your country. But if there be a single man among you afraid of war, let him say so, for it is dangerous to face the enemy with such men. He who is under the feeling of fear should be employed in the hospitals, of other occupation; but he who remains with us, and turns his back on the enemy, shall be shot. Let the courageous men who long to manifest their devotion to their religion and to the throne, remain. Their hearts are united with God, and if faithful to their religion, they will prove themselves brave. God will assuredly give them the victory.

Soldiers, let us purify our hearts, and then put confidence in the aid of God. Let us to battle and sacrifice ourselves like our fathers. As they bequeathed our country and religion to us, we ought to give them to our children. You are all aware that the great object of this life is to serve God and the Sultan worthily, and thus win Heaven. Soldiers—may God protect all who have the honor to believe and serve in these principles.

SWITZERLAND.—A plot of some kind had been discovered in Ticino, Switzerland.

ITALY.—A naturalized American citizen who has received his papers, has been kept in custody at Ancona by the Austrian officials, on no charge at all, except liberal opinions. The U. S. Consul had done what he could, and was met mostly by procrastination. The man was eventually realised, but he was required, to sign a declaration that he would never revisit Italy. This he refused to do, and he is still kept under surveillance. It appears to be a case calling for the prompt interference of the U. S. Government.

Much alarm is felt in Naples, from the fear of a French invasion, now that diplo-

matic relations are at a stand still between the two countries.

LATEST.—Vienna, Nov. 4.—The following is an official communication from Bucharest. "Two thousand Turks appeared at Giurgevo and fired into the town. In the conflict many Russians and Turks were killed. The Turks retreated up the river and the Russians followed."

At Kalafat there are skirmishes daily. The Turks respect foreign property under the Austrian flag.

Paris, Nov. 4.—A private telegraph despatch of yesterday, announces the defeat of the Turkish corps which had passed the Danube near Kalafat.

A private telegraph despatch from Constantinople of the 24th October, after mentioning the presence of the fleets at Lempski, says, that a party of French officers had arrived at Constantinople; and that certain British officers had left for Shjma.

Vienna, Friday.—The Presse confirms the news of the arrival of 7000 troops at Kalafat, of the left wing of the Turkish reserve from Sothen; the vanguard, under General Prim, had a serious conflict with 2500 Russian cavalry between Kalafat and Krajowa. The affair lasted two hours, when the Russians retreated towards Saltina.

Odessa, October 24.—The supply of ships has increased; the number in port was 500. Wheat and grain were in better demand, at rather higher prices, and the aggregate quantity that will be despatched within the next few weeks would be extraordinary large.

The Washington Correspondent of the New York Times says:—"I learn also that there is considerable reason to believe the European rumour that the Emperor of Russia is about to abdicate in favor of his son, Nesselrode, and others of the Ministry, are earnestly in favor of the retiring of the Russian troops from the Principalities, and will not second the Czar's desire for war. It is understood they now admit that the hereditary insanity of the Romanoffs has fallen upon him. He has threatened to abdicate if the Cabinet and his family persist in opposition. Well informed parties believe that abdication will be forced upon him in order to get out of the scrape."

CHINA.

New York, Nov. 15.—A mercantile house in this city has received via England a letter from Dr. Parker, Secretary of the United States Legislation at Canton, dated at noon, Sept. 3d, in which Mr P. says that a private letter from Pekin states that the Emperor of China, fled on the 2nd of August to Tartary, leaving the Empire in charge of Wei-Chin; and that the rebels were within six days march of Pekin. The British Consul at Canton had received intelligence to the same effect.

UNITED STATES.

THE YELLOW FEVER IN SELMA, ALA.—A private letter, written on the 30th of Oct., says: "There have been about fifty deaths in Salemma since the 13th instant, among whom were some of our most valuable citizens. Our city is overcast with gloom and desolation—the pestilence still is raging, and death is doing his sad office. We had a fine frost on the 25th, but it did not seem to elevate or mitigate, but rather to aggravate the disease. Business is entirely suspended in all its branches, and he who reigneth omnipotent only knows when it may be resumed and our city put on its wonted briskness."

GREAT FRESHETS AND LOSS OF LIFE.—The heavy storm of rain which was so severely felt in this City the early part of last week, was very disastrous in some portions of the United States, particularly in Western Massachusetts and Connecticut, which was the most severe ever felt in that region. Along the whole Naugatuck valley the most serious consequences were experienced. A letter to the New Haven Journal, dated Birmingham, Conn., Nov. 14, says:

"Last night was the most destructive and awful night ever witnessed in the valley of the Naugatuck. During Sunday afternoon, the water in both the Housatonic and Naugatuck rose rapidly, and before night came on, small buildings were floating down the Housatonic River: among which was a hat shop, from which some twenty hats were taken at this place. The river was filled with floating timber, broken bridges, &c., Downe's bridge, crossing the Housatonic river, some seven miles above this place, and Zoar bridge, about one mile further up are both gone. There has also passed a covered bridge, which undoubtedly is Bennett's Bridge, some 14 miles above this place. Whether any bridges above that are gone, we are not able to say, though it is quite probable, for the hat shop named must have come from as far up as Babbie's bridge, some twenty-four or five miles above here. The extent of the damage up the Housatonic is not known as no message has come from above Zoar bridge. Upon the Naugatuck the loss and destruction of life and property we fear is great. The new bridge at Beacon Dam, a few miles below Naugatuck, Pines Bridge, still lower down the stream, the railroad bridge at Seymour, the new bridge at Ansonia, and the old bridge at Derby, are all gone; and with the bridge at Ansonia several lives are lost. While through the village of Ansonia and between the houses and the east end of the bridge, the water was running rapidly and at great depth; people were crossing from the western shore on the bridge to the eastern end, to see the rise of water around the houses in Ansonia; some had gained the eastern abutment and others were crossing, when suddenly the centre pier gave way, the bridge broke and fell, and all of them upon it were thrown into the stream, and all must have perished. Several caught upon the bushes that stand upon the eastern

shore of the river proper, a distance of forty rods below where the bridge stood, and there shrieked for help. It was sometime before they were discovered, but there was no boat there to aid them, and the probabilities were that no boat could reach them.

"On some citizens driving there and ascertaining the state of affairs, they immediately run their horses to Birmingham, where a boat was instantly loaded with horses driven at the top of their speed to the scene a distance of some two miles. During all this time their shrieks for help were heart-rending. The boat was immediately manned, and four brave fellows at the eminent risk of their lives, pushed into the maddened stream among the floating bridges and timber. They landed at the eastern abutment, and found some ten or fifteen persons hemmed in by a heavy flood of water and the heavy wall of the abutment every few moments falling. As soon as the water could be cleared from the boat, they again started for the relief of those who were clinging to the bushes, but before they could reach the place, tired nature had yielded, or they had been swept from their grasp by floating timber, and were no more. For two hours and a half they had shrieked for help, and none could save them, although they were not ten rods from us."

"There were four supposed to be upon the bridge, and there may have been many more. Georgiana Bartholomew, a young lady, aged 18 years, is known to be one, and her shrieks and wail for help, was heart-rending; and there stood her poor mother listening to each appeal, but powerless to help! Charles Victory, John Allan, about 19 years of age, and Andrew Finch, a boy aged about 13 years, were also on the bridge, and undoubtedly are drowned."

"No estimate of the damage to property can be given. Our factories and a great many dwelling houses and stores had many feet of water on their floors. There were some 25 inches of water on the Banking room floor of the Manufacturers' Bank."

"It is said that the damage to the factories in Birmingham is very great. Some of them will have to suspend operations for months. We are fearful that the whole has not yet been told, and that a full record of the results of the storm will show a still more disastrous loss of property, and perhaps of life, than we have above recorded."

The Springfield Republican gives the following particulars:

"The Connecticut river is very high, and all the meadows opposite Springfield are submerged. At Hartford on Monday, the river was 19½ feet above low water mark, and rising at the rate of half an inch an hour. During the day several cattle were seen floating past the city in the stream: They had undoubtedly been swept from the meadows above."

"The Lumber yard of the Derby (Ct.) Building-Co., is wholly washed out, and the lumber scattered down stream. The Company will lose from \$20,000 to \$30,000."

"A part of the flume connected with the dam, on which Messrs. Planter & Smith of Lee have two paper mills and one woolen mill, was carried away on Monday by the high water in the Housatonic River, which will cause a partial suspension of business for two or three weeks.—Northampton, Mill River, was the scene of a number of disasters."

A portion of the track on the Amherst and Belchertown Railroad, in Belchertown, was washed away.—New Brunswick.

New York, Nov. 17.—Large Fires.—The Empire Iron Works, on Twenty-Third street, were burnt this morning. Loss very heavy. The fire also destroyed Brook's piano forte manufactory, the Empire Feed Mill, and Chapman's buildings, used for manufacturing purposes, by which about 1000 mechanics are thrown out of employment. At the same time, two blocks of houses on the corner of Greenwich and Washington streets, including Knox's Factory, were entirely destroyed and ten or twelve houses partially burnt. Knox's Factory was occupied by several mechanics. The building was insured for about \$35,000.

The total loss by the fire is about \$400,000. Of this amount Messrs. Sloan and Laggatt of the Empire Foundry, loss \$353,000. They have insurance, on stock and buildings, of \$253,000.—Christian Schwarz loses \$800. A Longett & Co., agricultural implement makers, \$7000; insured in two Providence offices for \$1250 each. Six large buildings were destroyed and many exceedingly valuable patterns and pieces of machinery.

NEW BRUNSWICK.

During the last week or two, owing to the unusually stormy weather and head winds encountered at sea, no less than 13 vessels bound for Quebec from Great Britain, have been compelled to bear up for this port; the season being too far advanced to allow them to proceed to their original destination.—St. John Observer.

MEXICO.

New Orleans, Nov.—Great fears were entertained of a famine in consequence of the harvest having failed in Durango, and in other interior parts.

The country has been ravaged by the cholera, over 1700 having died in Nevada, including many of the most prominent citizens.

Indian depredations and massacres continued, and several mail robberies have been recently perpetrated.

A screw-clipper called the Victoria had made the run from Gravesend, England, to Adelaide, South Australia, in 59 days, 22 hours, and the Argo propelled in 64 days.

The insurance offices in State street, Boston, lost \$200,000 by the recent gales on the Eastern coast.