

The Politician.

THE COLONIAL PRESS.

From the New Brunswick.

COLONIAL RAILWAYS.

Our respected contemporary of the Acadia Recorder seems in a state of almost frantic excitement at the information received from Mr Jackson, that it is not his intention, at present, to make proposals for the construction of that part of the European and North American Railway which lies within the Province of Nova Scotia. And the Recorder thence argues, that Mr Jackson will not fulfil the contract he has entered into in this Province, for the construction of that portion which is within New-Brunswick!

We can only repeat to the Editor of the Recorder our invitation to come to St. John, New Brunswick, and see the work actually in progress. Hundreds of men are now employed along the line, and others are being engaged, as fast as they can be procured, without deranging the labour market, and so enhancing the rates of wages unnecessarily. Men and materials are arriving continually, and two hundred 'navvies' are now on the way from Liverpool, to be landed at this port. Within a mile and a half of this office, a body of men are at work turning the course of the Marsh Creek, and building the embankment for the Railway in the present bed of the Creek, in order to save a multiplicity of bridges near the Depot. As fast as the several sections of the Railway are actually located, and staked out by the Engineers of Messrs. Jackson & Co., those sections are examined by Mr Morton, as consulting Engineer, and if the location meets his approval, the plans are submitted to the Lieutenant Governor in Council, for final confirmation.

With these facts before us, and the work actually going on under our eyes, the Recorder must excuse our believing that he labours under an extraordinary hallucination—a sort of monomania—of which the evidence of his own senses will eventually cure him.

Mr Jackson's unwillingness to enter into a contract for Railways in Nova Scotia, under either of the bills passed at the last session of the Nova Scotia Legislature, has been known here for some time past. If report speaks truly, Mr Jackson was tolerably explicit with the Hon. Mr Johnston and his friends, while in this City last month, expressing himself, in terms not to be misunderstood, as to the violent personal and party squabbles in that Province, and the effect which the unsparing and wanton abuse of leading public men would undoubtedly have upon the character and credit of Nova Scotia debentures in the London Money Market.

The Imperial Government, having received and considered various communications with reference to the Halifax and Quebec Railway (as we stated in our last) has intimated that the Royal assent will now be given to the Nova Scotia Railway Bills, as appears by the following announcement in the Halifax Royal Gazette—

"We understand that a despatch was received by the last mail, from the Right Honorable the Secretary of State for the Colonies, addressed to the Lieutenant-Governor, in which His Excellency is informed, that though the Queen's assent to the Railway Bills of last session has been delayed by communications which passed during the last Spring and Summer, between the department and various gentlemen concerned in North American Railways, no sufficient cause exists for prolonging that delay, and that the Acts will consequently be submitted to Her Majesty for the assent required to bring them into operation."

RAILWAY.—We believe it has not yet been officially announced in this Province, that Her Majesty's Government have declined giving any aid to the construction of "the railway gap" between Miramichi and Trois Pistoles. Mr. Jackson fully relied on receiving Imperial aid towards the construction of this "gap"; and as he is under contract in this Province to build the Railway to Miramichi, and in Canada has signed a formal contract to construct the railway from Quebec to Trois Pistoles, the refusal of this aid, and the violent political dissensions in Nova-Scotia, have no doubt induced him to change his plans, and propose for the construction of the whole line from Halifax to Quebec, in the manner he has now done.

At the public dinner to Mr Stephenson at Montreal, Mr Hincks said:—

After all that had been done,—after establishing a line of Railway from the extreme west to Trois Pistoles in the east,—after New Brunswick had done her share and provided for a road to Miramichi,—after Nova Scotia had at last also entered into arrangements to complete the line to Halifax,—and nothing remained unprovided for, but the short gap between Trois Pistoles and Miramichi, for which also Canada had offered a liberal contribution—after all this, it had been found impossible to get the Imperial Government to furnish sufficient aid to fill up that gap. He said this without attributing blame to any person; for he believed if any person in Britain was desirous of promoting the interests of Canada, that person was the present Secretary for the Colonies, the Duke of Newcastle. He was sure he would be borne out by his friend near him, who had recently been in communication with the noble Duke in England, (the Hon. Mr Koss, Attorney-General) in saying, that His Grace had manifested every desire to aid them in their efforts, but it did

not seem possible to get over the great difficulties which prevented the action of the Imperial Government.

The 'great difficulties' to which Mr Hincks alluded, are those set forth in the report of a Committee of the House of Commons, appointed to inquire into the possibility of reducing the expense of the contract with the B. and N. A. Royal Mail Steamship Company. It seems that the amount paid to the contractors for the whole service performed, is greater than the amount of postage received, by £61,642 per annum, which the Imperial Treasury has to pay. The Hon. Samuel Cunard was examined before the Committee, and asked if he would not abate something of his present contract in consideration of the steamers proceeding no further than Halifax, making that the sole point to be reached on this side the Atlantic. The Committee state in their report that—"the evidence of Mr Cunard is conclusive upon this point. He states that he would not make Halifax the terminus of his voyage, even if the subsidy from the Government were doubled, because such a measure would be ruinous to the line, both as regards passengers and freight."

After entering into the consideration of the several railways now in course of construction, and those proposed to be built, from Halifax to Portland, and from "Halifax to Quebec, the Committee say—"We are unable to point out any mode by which the opening of a railway from Halifax to Quebec to Montreal, can be made available for relieving the revenue from any annual payment which, by the contract, is charged upon it, until January, 1862."

The contract with the Royal Mail Steamship Company is the difficulty existing at the present moment, as that Company will not consent to any modification of the profitable contract it enjoys. But as the Imperial Government is naturally anxious to relieve the Treasury from the payment of the large sum of £61,642 per annum, with which it is now burthened, it is not at all improbable that it may enter into arrangements prospectively, for the payment of half that amount only, and at the same time, secure a GREAT MILITARY HIGHWAY over British territory from the noble harbour of Halifax to the impregnable fortress of Quebec.

St. John Morning News, October 21.

[After copying the paragraph from the Halifax Royal Gazette, referring to Mr. Jackson's Letter, the Editor makes the following remarks.]

This is the old Halifax and Quebec Railway proposition by Mr Jackson, although in a somewhat modified and perhaps more favourable shape. It will be remembered that after Major Robinson and Captain Henderson's survey was completed, at an expense to the Provinces of about £9,000, this Province and Nova Scotia were called upon to contribute £20,000 and Canada £30,000, sterling, for twenty years—also some millions of acres of land—New Brunswick's quota was to be 2,000,000 acres—upon condition that the British Government would provide the balance—and a company would be found willing to enter upon the speculation. New Brunswick, and the other Provinces, responded favourably to the call and this Province still stands pledged to this day, the Act never having been repealed. After the surveys and probable expense per mile (£5,000) were subscribed to the English Government by the Surveyors, the railway, referred to in connection with the Cabinet, pronounced the whole scheme as impracticable, and accordingly the Colonial Secretary acting upon this advice, sent out a despatch to the respective Governors, in which he gave no encouragement that the British Government would be prepared to do anything "at present" in the way of sustaining the project. The whole thing accordingly fell to the ground. The history of our railroads since then is familiar to our readers, and therefore need not be recapitulated. Mr Jackson now comes forward (according to the Halifax Royal Gazette) with another proposition, which shows that he has some confidence in the old scheme, after having travelled over the the Provinces and made himself thoroughly acquainted with their resources. Nor do we believe that he has pitched this note, before having first sounded the English Government and received countenance from that quarter. If, therefore, the three Provinces will again unite upon the old ground, we have not the least doubt, but that the work will go on.

So far as this Province is concerned, as stated above, we already stand pledged. But, again, we are also pledged to build a line from Shediac to Miramichi—a distance of about 100 miles. Should Mr. Jackson, therefore, decide upon that route New Brunswick will have done her part of the work when she gets thus far. But under any circumstances, we can see no impropriety in complying with Mr Jackson's request. He asks for £20,000 a year, and in return we get the country opened up, and our wilderness land brought into market, commanding at least £40,000 a year. This Province is in a fit condition to lay out money on public works; no matter who undertakes them, or what Company is to be benefited by the enterprise, it must be after we are served. If £20,000 a year are not spent in this useful way, while we have such a profusion of cash, the money will be squandered and no one receive any benefit, except our hungry politicians. We agree to the proposition. Let us have Railroads all over the Province, getting them the best way we can. The more English capital expended among us the better. We are not afraid of "monopolies," so long as they do not interfere with private rights, and so long as the Province is to be the gainer.

Saint John Morning News, October 26.
MR JACKSON'S LETTERS.

The Halifax papers (in favour of Government Railways) comment very severely upon Mr Jackson's letters, (which will be found below,) in consequence, as they state, of his desire to 'back out' of his obligations to Nova Scotia—in fact, they go so far as to declare that he never meant anything else but to deceive our neighbours, and keep Messrs. Sykes from getting the contract. It now turns out that the expenses of building in Nova Scotia will be so great that all hope of the work going on must be abandoned. It is further intimated by Mr Jackson, that Maine is too poor to build her portion of the line; and 'British capital cannot be got to aid her.' Until now we were certainly under the impression that Maine was fully prepared to comply with Mr Jackson's proposition, viz; provide 20 per cent. only on the cost, while Mr Jackson's Company was to provide the balance. We do not understand these things.

What effect is this 'poverty' on the one side and 'engineering difficulties' on the other, going to have on the New Brunswick portion of the 'European line'? It is certain that the road cannot be a complete one without the Nova Scotia and Maine sections. True, if the Halifax and Quebec Railroad be undertaken, the same line in Nova Scotia will answer both purposes far as our frontier. But, the Halifax Chronicle (the organ of the Government) declares in positive terms that Nova Scotia will turn a deaf ear to Mr Jackson's proposition—will not heed him at all.

The great European and North American Railroad appears at this moment to look rather slim—although, we have no doubt, that the road from Shediac to St. John (the great original scheme, projected by Mr Perley six years ago,) will be built, because we know it will pay well—even should Mr Jackson fail in his obligations (which we do not for a moment apprehend) our own people will find the means in some way to do the work. The coast, however, seems to be clear enough for the present; there is no probability of our being thrown back upon ourselves; there are said to be hundreds of men at work upon the line; and materials at Shediac for building the road. The Halifax papers seem to think that the work in New Brunswick must now come to a dead halt. We do not believe this. We must say however, that the contents of Mr Jackson's letters do not surprise us a little.

FRIDAY'S MAIL.

EUROPE.

NEWS BY THE ASIA.—According to the best accounts, which are yet imperfect, it appears that the Sultan has not signed the Declaration of War; but the Grand Council has voted that war against Russia be declared, leaving to the discretion of the executive when to proclaim hostilities.

It is authentically stated that the Russian Czar, at Olmutz, declared his strong wish for peace, to enable him to back out of the difficulty. Nothing is really known with certainty.

The cholera was committing greater ravages than ever among the Russian troops on the Danube.

Before Nicholas left Olmutz a courier was despatched to St. Petersburg with orders to raise up a new levy of troops.

Dreadful Disaster.—The Ship Annie Jane of Quebec, 1300 tons, with a valuable cargo and 400 passengers and crew, was wrecked off the Hebrides, and 300 persons perished. She left the Mersey September 9th, for Quebec.

The only political incident of the week was the tenant-right conference in Dublin, and the proceedings were fatal to the useful operation of the league. The north and south separated in anger. The editors of the Tablet and Banner of Ulster gave each other openly the "lie direct"—Dr McKnight affirming that Mr. Lucas had impudently the Irish secretary to strangle the recent tenant-right bill, and Mr. Lucas telling Dr. McKnight that it was an unmitigated falsehood. Of course the question of veracity will lead to disclosures.

A Terrible Accident.—happened on the Great Southern and Western Railroad, near Dublin, on the 5th inst., by which 14 persons were killed and about 50 wounded, some of them severely.

The facts of the Railroad accident are thus given in a Dublin paper of the 6th:—"The express train from Cork, with first and second class carriages, started at one o'clock yesterday afternoon, and on nearing Straffan, shortly before 6, its progress was arrested by the breaking of the engine.—Telegraphic signals were instantly transmitted along the line to stop the goods trains which were followed on the same rails, and the guard also run back, in order to prevent their approach, if possible. Unfortunately, however, the signals not being perceived, the first goods train ran into the express train, and disastrous results ensued. Several passengers, including Dr. Cusack, jun., had previously jumped out of the carriages, but two ladies who sat in the first-class carriage, against which the engine of the goods train struck, were killed instantaneously; the body of one of the ladies was literally severed in two. A Mrs. Farrell had her leg torn away and her arm broken; and Mr. Jely, of Maryborough, had his head torn off. It was believed ten persons were killed; seven was brought to Steven's Hospital dangerously wounded, one of whom since died, and three more are not expected to recover; and several others are more or less injured. At the same time of the concussion Lord Guillemer, his wife, and daughter threw themselves on the floor of the first-class carriage, and escaped unhurt." The cholera has appeared in Edinburgh,

Leith, Glasgow and smaller towns in Scotland. Fatal cases have occurred in the filthy courts and streets of London, and a large increase of bowel complaints. In Liverpool several cases. On board the Isaac Wright, an American vessel, fifty deaths had occurred, and the passengers were taken from the vessel in a wretched state. In Ireland there were scarcely any cases. A letter from Rotterdam of the 5th of October says, the cholera was still carrying off many victims in that city and Amsterdam.

By Com. Englefield's news from the Arctic regions we learn that inhabitants have been discovered farther northwards than known previously; they were very friendly, and great quantities of copper were found, apparently in a very pure state.

Her Majesty has assigned a literary pension of £100 a year to Sir Francis Head, the popular author of "Bubbles from the Brunnen," and other popular works.

Ledru Rollin having purchased a patent for washing wool, so as to convert its grease into soap, and thus prevent its being wasted, has established a factory for this purpose near Bradford, in Yorkshire.

A corps of 18,000 troops was to leave Toulon, to reinforce the French army in Rome.

Martin Kosza embarked from Smyrna on the 23d ult. for the United States.

The emperor of Austria's marriage with the princess Elizabeth of Bavaria has been fixed for the 24th of April, 1854. At present it is understood that the bridal tour will be in the Tyrol.

THE EASTERN QUESTION.

The reports of the probable despatch of the Anglo-French force to Turkey is again repeated on good authority in Paris. It is feared that the effort of the envoys to arrange matters by a new note are too late. There is no further news from Turkey, but letters of the 25 report the continuance of unanimous warlike feelings. Few or none desired that the quarrel should be decided in another way than by arms. Even the chances of defeat appear to have been taken into calculation, but they have produced no effect upon the public mind.

The Paris correspondent of the Chronicle says, "the 30,000 men whom the French Government have decided to hold in readiness to send to Constantinople, are to be composed of 10,000 men from the troops in Algeria, and the rest from the home troops, principally those lately at the camp of Helfaut. The number which England is to furnish in her turn will not be, it is said more than 10,000, who are to be embarked at several of the channel ports. No intelligence has as yet been received in Paris to confirm the fact of Turkey having made a declaration of war against Russia. Some such step is, however, considered imminent, and the greatest uneasiness prevailed."

The Times correspondent in Paris writes that the probable despatch of Anglo-French army has been repeated by a well-informed person as a project actually decided upon.

The Standard states in a leading article that it is informed 30,000 French troops will be sent from Algeria in addition to 30,000 from Europe and gives an outline of plan of a campaign drawn up by the Emperor Napoleon himself.

Two envoys arrived at Constantinople on the 25th ult. from Circassia, with the object demanding assistance against the Russians, and of combining a plan of operations on that side should hostilities commence.

Upwards of 800 Poles have inscribed their names at the Turkish embassy, and offered their services to the Porte in the event of a war with Russia.

The hospodars of Moldavia and Wallachia have announced to the Divan that they are ready to pay the usual tribute.

Omer Pacha has at the present moment nearly 115,000 under his command, and before the winter he expects to raise it to 150,000.

The Russians have already constructed a permanent bridge from the fortress of Ismail to the island of Dscheddal on the Danube.

A letter from Sophia of the 22d ult., states that Prince Gortschakoff has given very strict orders for the course to be pursued if his outposts should be attacked by the Turks. Rigid directions are also said to have been given by Omer Pacha to the officers of the Turkish outposts to prevent their men from firing a gun without his orders.

The Russians corps for the Caucasus was said to amount to 80,000 men.

The Braslauer Zeitung is informed that desertions are very frequent in the Russian army in the Principalities even among the officers that sickness, is on the increase there, particularly remittent fevers. The number of sick is stated at 10,000, which doubtless, as well as the previous statement is exaggerated; there were, however, no less than 2000 men lying in the hospitals of Bucharest alone.

From more than one source intelligence comes that a strong Russian force is being concentrated in the Caucasus; by some it is stated to be from 100,000 to 120,000 strong, and to be stationed on the frontier along the coast of the Black Sea. The Augsburg Allgemeine Zeitung states that Russian Troops are being shipped from Sebastopol and landed on the East shore of the Black sea, opposite to the fort Achalrich, on the frontier of the two territories. The reason given was the concentration of Turkish Troops in that quarter.

A private letter from Constantinople of the 10th ult., states that the last accounts from Circassia are not satisfactory. It adds that the Russians have assembled a considerable force on that side, and are preparing to make a general attack, with according to some, 40,000, according to others 60,000 men. Two envoys from

Schamyl had arrived at Constantinople to demand further assistance from the Porte against the Russians.

It has already been stated that more than 800 Poles have inscribed their names at the Turkish Embassy, and offered their services to the Porte in the event with a war with Russia. The Presse now publishes a letter addressed to Reshid Pacha by M. Christain Ostrowski, and written in the name of his fellow countrymen, repeating this offer to the Turkish Minister of Foreign Affairs.

Omer Pasha had established a cordon round his troops along the right bank of the Danube, to keep off the cholera, which had this good effect, it enabled him to prevent the influx of refugees, runaway and vagabonds into his camp.

Syria—Berout, Sept. 30.—There have been riots in the provinces of Naplous.—200 persons were killed, and quite as many were wounded. The authorities had not the power to interfere. The Christian population of Lebanon are in a state of anarchy, and the Druses refuse to obey the Government.

Persia.—Teheran letters of the 25th ult. state that great preparations for war had been made by the Sultan, and the Shah had quitted Teheran at the head of a large force. It was reported that Persia was about joining Russia against Turkey.

WEST INDIES.

JAMAICA.—Governor Sir C. Grey had released several more convicts from prison, on the miserable plea that there was no money in the treasury to pay the expenses of all their confinement, and innumerable robberies have occurred in consequence.—The Standard says:—"Houses without number have been broken into, and all portable articles stolen; sashes have been broken down and the leaden weights abstracted; copper has been stripped off wharves and everywhere else that it could be obtained, and all sorts of robberies have been committed."

BARBADOS.—Our dates from this island are to the 10th inst.—The Sugar crop of 1853 is estimated at about 39,000 hhd.

TRINIDAD.—The principal intelligence from Trinidad relates to the re-appearance of Yellow Fever in that island. Lieut. Col. Paxton, of the 69th Regt., and the Surgeon and Adjutant of the same corps, had all fallen victims. The disease is said to be very severe amongst the men of the Regiment.—We notice that the Wesleyan body of Trinidad had petitioned the Council of that island for aid in support of the mission. A motion to grant £400 a year for that purpose was made by Dr. Philip and seconded by the Chief Justice, but it was rejected.

DEMARRARA.—Account from Demarara to the 9th inst. furnish no news of moment, with the exception of the distressing fact that the Yellow Fever was making ravages amongst the crews of the shipping as well as the Portuguese on shore. Two Ministers had also died from the same distemper.—Rev. Mr Snell, of the Church of England, and Rev. Mr. Williams, Wesleyan Missionary.

MONTSERAT.—This little island, as we learn from our Antigua files, is suffering fearfully from the breaking out of Yellow Fever there. The President of the island, his wife, and the principal medical man had died of the Fever, and there were upwards of 40 cases at the last accounts. An express for medical aid had been sent to Antigua, and the call met with a ready response.—The whole number of deaths at Montserrat from the calamity is not given in our exchange papers.

ST. KITTS.—The papers from St. Kitts supply the pleasing information that the island treasury was overflowing, and that the planters were deriving handsome returns from their estates.

ST. VINCENT.—We regret to perceive some very unpleasant occurrences had recently taken place in the House of Assembly of St. Vincent. "The cause of this unpleasantness arose out of a motion made by Mr. W. Stewart, requesting his Excellency to obtain from the sitting justices a return of the fines and fees received by them since the expiration of the Police Act, with their appropriation. The first part of the motion (the return of fines) was adopted, but the latter part was rejected; his Excellency, however, acted upon the entire motion, and on forwarding the returns to the house expressed his regret that the justices had taken fees which were illegal." The message of his Excellency, covering the information required, led to considerable discussion, which our limits will not permit us to give to day; the result, however, was, that the Attorney General and the Speaker had resigned their seats, and a dissolution of the House was expected.

BERMUDA.—The Fever at St. Georges, it appears from our Bermuda exchanges, had steadily declined during the seven days previously to the 5th instant, our latest date; "and so far as human sight can be deemed reliable," says the Bermudian, "there is every probability that before the end of the month, the epidemic will have run itself out in that deeply-afflicted portion of these Islands. The number of victims of this awful scourge at that place up to the present time has been, as we are credibly informed, about 350.

These figures taken comparatively with the population of St. Georges would show a mortality of 25 per cent.; but, as the native inhabitants have been almost entirely preserved from the disease the loss of life should properly be estimated with reference to the European portion of the population, amongst whom the Epidemic has been awfully destructive, namely, the Military and Convict Establishments. Looking at it thus, the mortality is full 50 per cent., and this, we apprehend, when a careful analysis shall be made, will be found to be an under statement.

Friday the 23d September, was observed