

which are rendered necessary by the rough nature of the country traversed. The chief characteristic of the Don Cossack postmasters, and they probably are good specimens of the race, is a sullen apathy and dogged imperturbability excessively irritating to way-worn travellers, whose efforts to be understood were, in our case, absurdly futile, treats, rables, and supplications alike proving unavailing. We pointed to our feeble wheel, and to the setting sun; the postmaster exhibited no surprise, no sympathy, nothing but a pot of grease as a remedy for a worn out tire. Once only my earnest entreaties elicited an abrupt inquiry as to whether I was a Christian. I knew enough Russian to understand the question, and answer in the affirmative; and was instantly desired to make the sign of the cross as a proof of the orthodoxy of my profession. As the cross is made in a peculiar manner and varies in some of the sects of the Greek Church, I declined compromising myself by an unsuccessful attempt; upon which the Cossack shrugged his shoulders with a sneer, and reserved his aid and his sympathies for Christian travellers. We were put across the Donetz, a noble stream rivaling the Don in magnitude, and from the heights above we had a good view of the confluence of the two rivers. The steppes to the westward of the Donetz, are a vast carboniferous deposit; and the most important mines are situated at Backmount in the government of Iekaterinoslav. At certain seasons a steamer is employed of course by government, in towing barges loaded with anthracite from these mines. The word Donetz is supposed by Clarke and others to have been the origin of the name given by the Greeks to the Don; and the transition from Donetz, or Danetz, to Tanais does not seem a very violent one. Numerous vineyards line the banks of the Don the whole way to Teherkask, which produce a great quantity of sparkling wines, somewhat similar to those of the Crimea. According to the last official reports, the exportations from these vineyards alone amount to three hundred and seventy-five thousand rubles. As we approached the capital of the province, we were startled by the unexpected vision of a traveller, the first we had met for more than three hundred miles. With curiosity something akin to that which is experienced on inspecting an unknown sail at sea, I gazed through the cloud of dust at the dirty vehicle and its still dirtier occupant as they rattled past, and was enabled to form some idea of the appearance we must ourselves have presented, though in no respect enlightened as to the rank or station of the individual. Indeed, there is nothing to guide one in estimating the condition of a Russian on a journey; horses, carriage, driver, traveller, all look equally ragged and unkempt, and are covered with one uniform coat of dust. The traveller and the carriage are neither of them washed until the end of the journey.—This might therefore be a prince going to assume the government of a province or the nineteenth clerk in a police-office, for any outward indications to the contrary. The night was far advanced when we at last distinguished the picturesque outline of Novo Teherkask by the clear light of a full moon. Crossing a small tributary of the Don, we toiled slowly up the base of the hill on which the town is situated, and passed under a grand triumphal arch erected in honour of Alexander, which looked all the more imposing and mysterious at that hour, from our being totally unprepared for any such architectural display. This being the first town we had seen since leaving the banks of the Volga, there was an excitement in the change from the dreary lifeless steppes; and, although the tramp of the sentinel was the only sound that rang through the now deserted streets, it was a pleasure to rattle over them, and feel we were at length in the capital of the country of the Don Cossacks.

The Politician.

BRITISH PRESS.

From the London Mercantile and Shipping Gazette. PRODUCTION AND COMMERCE OF CANADA.

We anticipate that one good consequence will result from the obstructed navigation of the Danube, and the political commotions that are likely to arise from the present state of affairs in the East of Europe, will be to show the necessity of this country relying more upon herself for a supply of bread-corn. When we speak of self-reliance, we of course include in that term our corn-producing Colonies, which have been until lately, so much neglected, and so little thought of with reference to their real importance and value. The time has now come when we think they will be more appreciated. Every season shows us clearly that the produce of our own harvests is, even when favorable, inadequate to supply the great and increasing consumption of the people; and we quite agree with Mr Van Buren that no country should have to rely on another for so necessary an article as bread-corn. England, fortunately need never be reduced to this reliance; if she will avail herself of the advantages she naturally possesses. Her own American Colonies are capable of supplying all her wants, and it is a satisfaction to find that they are themselves now seeing the great commercial advantages which this will give them. Cultivation for the growth of wheat is making the

most rapid progress in Canada, for which the climate is so suitable. A late Toronto paper says:—"Our export of wheat, at the ordinary rate of increase, will this year be equal to half the average quantity imported into England from 1828 to 1850. In 1858 our export will, at the present rate of progress, be equal in quantity to all the wheat and flour annually imported into England for a period of twenty-three years, commencing with 1828." This may appear a very sanguine expectation, but, when we know what is done in the colony, we see no reason to doubt its being realized. One very important process—and perhaps the most important of all—is at present engaging public attention throughout these Colonies. Every one now sees, and it is to be regretted it had not been earlier seen, that the construction of adequate roads must be the grand preliminary to the success of every other enterprise, and, where the communication is opened, cultivation and improvement follow as a natural course.

Before long we expect to see ample intercommunication through all our North American Provinces by railroad. When this takes place we hope there will not be found a single acre of arable land throughout the Colonies that will not be rendered productive; and although New Brunswick and Nova Scotia may not grow wheat, there are many other cereal crops with which they may supply this country. The spirit of improvement is evidently at present, in British North America. It is making exertions both by land and water. In our columns to-day we give a very important communication on the subject of the Canadian papers—namely the deepening the channel in Lake St. Peter, which lies half way between the Cities of Quebec and Montreal. Hitherto the shallowness of the water in the lake would not allow the passage of large ships with their cargoes. The difficulty has been in a great measure obviated, and the works are still in progress, it is calculated that before long the largest ships will be able to pass through the channel fully laden. This will remove a very serious difficulty, and one attended with considerable expense to the Shipping Trade of the St. Lawrence.

Everything is encouraging connected with our North American Colonies.—They have been too long neglected, but let us hope that, now their real worth is better known, they will be found—that we have always said they would prove themselves—some of the most valuable appendage of the British Crown.

SUNDAY'S MAIL.

NEW BRUNSWICK.

Among our obituary notices in this day's impression, many—very many—of our readers will regret to see the name of Benjamin F. Tibbits, who expired at the Grand Lake in this Province on Saturday the 19th instant.

The deceased was perhaps one of the most ingenious, as well as ingenious young men which this Province has ever produced. From his early boyhood he had a predilection for the study of mechanics, and this laudable pursuit was aided by those with whom he happened to be more immediately connected, until what was at first a simple inquiry after truth, became almost a passion with the young engineer.

It is due to the memory of the deceased publicly to record, that he was the first to discover and put into practical use, a combination of the high and low pressure engines; and we can well recollect the present High Sheriff of York saying, that Tibbits had made up his mind to accomplish that object, and he (the Sheriff,) believed from what he had seen of his drawings, and heard of the proposed plan, that he would eventually succeed.

Mr. Thomas Pickard, a merchant in this city, had also faith in the ability of Mr. Tibbits, and employed him to build the steamer Reindeer, which is now the property of Messrs. Hatheway & Small, and has run for a number of years on the River St. John. The great excellence of Mr. Tibbits' invention, is that with one quarter of the fuel usually consumed by low pressure engines, he can attain equal speed, and save the dead weight and room which the fuel would occupy in the vessel.

There is, we believe, on the St. Lawrence another vessel built by the deceased, and furnished with engines constructed on the same principle, which further demonstrates the entire success of the invention—an invention which will no doubt be properly appreciated long after the head and hands which accomplished the task are mouldered into dust.—Fredericton Head Quarters.

YORK AND CARLETON MINING COMPANY.—On Friday last the operations of the York and Carleton Mining Company at the upper Village were suspended for the winter; and we have much pleasure in laying before our readers an outline of the Company's intentions and prospects, as given to us by one of the Directors. It appears that until this last experiment, some difficulty had been experienced in making the exact kind of iron to suit the English market.—The Iron which had been previously made, had not that uniformity of character which would enable the buyers in Sheffield to determine its real value, one lot proving very good, whilst another was so mixed with Manganese and other metals, that it was almost useless. The Company accordingly, determined to put the matter into the hands of the Messrs. Saundersons, the most respectable Steel Maker in Sheffield, to send over an Engineer to test the real value of the minerals and the actual quality of the iron. In consequence of this arrange-

ment the Messrs. Saundersons engaged Mr. Smith, then Manager of the Ystalyfera Iron Works in South Wales, to come out. The success of the first attempt was recorded in the Sentinel at the time.—Since then the Furnace has been rebuilt and remodeled after the most approved shape of the English Furnaces, and after some unavoidable delay last summer in getting the hearth-stones and materials, the furnace was blown in on the third of September. From that time until its stoppage upwards of 300 tons of Iron has been made of a regular uniform description, and such as is admirably adapted for all sorts of Steel and best Iron purposes. In his report to the Directors Mr. Smith states that no difficulty exists in separating the Manganese, and other Metals, and furthermore that the Iron can be produced at a price which would enable this Province to be exporters rather than importers of the better description of bar iron.

The operations of the Company are therefore temporarily suspended until arrangements can be made to carry on the works on a more extended plan, and until machinery for making bar iron suitable to the wants of the country can be procured. Mr. Smith is now about starting for England to make the necessary arrangements for enlarging the Works and carrying them on regularly and extensively. Among other improvements contemplated, there is to be a railway to the Mines at Jackson-town, and two or three more furnaces are to be built, with machinery to convert the whole of the iron, if necessary, into bars.—On Mr Smith's return in the spring no time will be lost in getting the works into active operation.—Sentinel.

The Captain and all of the crew, except one boy of the schr. Heroine, Capt. Cormack, of London, were lately murdered by the King and natives of Tabou, Africa.—The schooner was subsequently recovered by the crew of the Tweed, from Bristol, (England,) and has arrived at Castle Townsend.—Freeman.

UNITED STATES.

A man by the name of Wingo was summarily executed by the populace of Richmond, Mobile, recently, for the murder of a very estimable citizen named Allen. Wingo was lodged in jail, and when he was brought out for trial, the Court, in consequence of the universal prejudice against the culprit, granted a change of venue, but the populace anticipating the event, and determined he should not escape, assembled in mass in front of the court-house, as soon as the prisoner, in custody of the sheriff, made his egress, a rope was thrown about his neck, and in spite of the remonstrance and efforts of the officers, he was hastily dragged off with such violence as nearly deprived him of life ere reaching the place of execution, a rope was thrown over the branch of a tree, and the prisoner swung by the neck.

The Chicago Press informs us that there are at present four persons confined in that city in consequence of insanity. One of them Alexander Lewis, who has been recently tried for murder, and acquitted, is the worst case, showing at some periods the wildness and fury of a fiend. His peculiar "weakness" is a confirmed belief that he is commissioned by the Almighty to slay the people—that he has a "right divine" of murder and annihilation. His invocations and prayers to Heaven for release to work out his own destiny and put an end to his fellow creatures, and his imprecations upon those who have imprisoned him, are pictured as "perfectly awful." He is spoken of as a man of prodigious muscular power, and as being at that time, in one of his most furious paroxysms. "He has broken his chain," says the writer, "and tears about his cell like a wild beast unapproached and unapproachable."

NOVA SCOTIA.

WINTER.—Old winter has come upon us suddenly, and with fierce and gloomy aspect. The season has nearly to the present time, with the exception of a few days two weeks since been quite mild and open, but the fine weather was terminated on Thursday last by a new storm which continued all that day, and part of the next. The mail from Halifax due at ten o'clock Thursday night was delayed on account of the state of the roads, and did not arrive until six o'clock Friday morning, and the Western mail due Thursday evening did not arrive until Saturday afternoon, and the Eastern mail due Friday morning, as also that due this morning, has not yet arrived. Until this afternoon, the weather has been very severe; the rivers are all frozen, and the harbour partially filled with ice, but present appearances indicate approaching mild weather, which will enable the vessels now in port and others hourly expected to arrive, to obtain their cargoes.—Picton Chronicle.

CANADA.

We learn from the Exchange Register, that government contemplates another great improvement in the navigation of the St. Lawrence, no less than that of building steam tugs to tow vessels from Quebec to below the Traverse, and from thence to Quebec when required.

Since the above was in type we have received an advertisement from the Commissioner of Public Works, asking for tenders for towing all vessels, for which such service may be demanded between Quebec and Bic, and the intermediate places.

CLERGY RESERVES.—The question of the Clergy Reserves is again keenly agitated from one end of the Province to the other, but more especially in the west. It is not now made so much a matter of principle, as of time. The power to deal with the reserves being obtained by the Provincial Legislature, the further candidates for Parliamentary seats are impatient

to show their zeal, and burn with indignation that the hated Reserves should survive till they can, in common prudence, be legally treated.

The Ministry.—It appears from the Pilot and several western papers in the confidence of individual members of the Administration,—deterred by the difficulties and dangers, in which they now perceive the whole question to be enveloped, intend to defer the consideration of the subject, till it can be dealt with by the increased representation in the next Parliament.—Quebec Chronicle.

RECIPROCIITY.—A consignment of 20,000 barrels of flour were landed in Boston on Saturday last, (in handsome condition) after travelling all the way from Lake Michigan; passing through the Welland Canal, down the St. Lawrence to Montreal without breaking bulk. The cargo was there transferred to the cars and run on to Portland, from thence it reached Boston by steamer.

ATLANTIC STEAMSHIPS.—Mr. Robert Lamont, of the firm of Mc Kean, Mc Larty and Co., informs us that the vessels now building by the celebrated shipbuilder of Birkenhead, John Laird, will be magnificent ships—"far beyond anything that has yet crossed the Atlantic," and that "the service next year will be maintained by unrivalled steamships of great power and speed." We are determined, say Mc Kean, McLarty, and Co., to give larger vessels for the service than was stipulated for in the contract, to show that we are able and resolved to carry out our bargain to the fullest extent.

MISCELLANEOUS.

STATISTICS OF THE GRAVE. A recent number of the Merchants' Ledger estimates that, since the birth of our Saviour, 1553 years since, thirty-two thousand millions of human beings have lived upon this earth; and of these all but about nine hundred and sixty millions have gone down to the grave. Of this great army of the dead, nine thousand millions have died by war; eight thousand millions by famine and pestilence; five hundred millions by martyrdom; nearly six hundred millions by intoxicating drinks, and the remaining thirteen thousand millions naturally or otherwise.

EMIGRATION.—The population of Ireland is decreasing from month to month, while that of England is slowly augmenting.—Above ninety thousand emigrants sailed from the ports of the United Kingdom between the first of July and the first of October. They were mostly Irish.

Three-fourths of the entire labor and capital of the United States are employed, either directly or indirectly, in agriculture.

Editors have been lucky in New York, Mr. Erastus Brooks, of the Express, has been chosen Senator in the up-town district, and Mr. Williamson, of the Despatch, Alderman for the second ward. Mr. Herrick, of the Sunday Atlas, has been elected Alderman, for one of the up-town wards.

OMER PACHA.—The Vienna Lloyd publishes some interesting personal particulars respecting the Turkish Generalissimo.—Omer Pacha, the writer says, is very much beloved by the soldiers, although he conforms very little to Mahomedan customs—among other things, openly drinking wine at table. He has no harem, but one wife, an Austrian lady from Transylvania. He is a perfect gentleman, a noble horseman, and an indefatigable soldier.

CROWN LAND NOTICES.

LAND OFFICE, November 30, 1853. The right of License to cut Timber and Lumber until the first day of May, 1854, from Berth applied for by the following persons, in the undesignated situations, will be offered for sale by Public Auction at this Office, on WEDNESDAY the fourteenth day of DECEMBER next.—Sale to commence at noon.

(Not to interfere with any Lots of Land located, or which may have been applied for within one year previous to the date of entry of the applications for License.)

(In all cases of competition, the purchaser must immediately pay the amount of purchase money, or else the berth will be again offered for sale, excluding bids from the defaulter.)

Name.	S. Miles.	Situation.
Issac Sowerby,	2	Trout Brook Richibucto
William Hamilton	4 1/2	Upsalquitch River
George Salter	3	Coogee River
George Hart	6	S. W. Miramichi
William Smith	3	Louison Creek
do	2	Eel River
do	2	Charloe River

R. D. WILMOT, Surveyor General.

AUCTION.

On WEDNESDAY, the 21st DECEMBER next, at 12 o'clock, noon, in front of Mr W. E. Samuel's store, in the town of Chatham, will be offered for Sale at Public Auction.

THAT VERY Valuable Lot of Land,

known as Deputy JOSEPH HUNTER'S Lot, containing 300 acres, fronting on the Richibucto Road, and through which the Bay du Vin River runs, and having a large share of Intervale thereon.

This property will be sold in one or more Lots to suit intending purchasers.

Terms—One-half down, and the residue on the 25th June next.

For further particulars enquire of J. M. JOHNSON, Auctioneer.

Miramichi, November 22, 1853.

FURS! FURS!!

Just Received, ex Pitton, a large assortment of FURS, consisting of Ladies Victorines, long and short Boas; Muffs, Gauntlets and Mitts, in Stone Martin, Fitch, Mink, Squirrel, and Mink Martin.

ALSO

A good Assortment of Gentlemen's Fur Caps Fur Coats and Fur Gloves, &c., &c. And an Assortment of Ladies' and Gentlemen's CLOTH BOOTS—a prime article for the WINTER. Please call and See. FORBES & CO. Chatham, 2nd November, 1853.

Communications.

NEW YORK CORRESPONDENCE.

NEW YORK, THURSDAY, November 24, 1853.

To-day is Thanksgiving Day—and it becomes every ones duty, especially a correspondent's, to make a passing note of its observance, let me briefly detail the manner in which it is kept by the descendants of the "Pilgrim Fathers."

In the New England States, all the members of the family meet, and enjoy the benefits of this time honoured custom, on which occasion the Turkey is made to suffer, and mountains of Pumpkin-pies to vanish from the view.—Our Steamboats and Rail Cars were crowded last evening by natives of the east, making their annual pilgrimage to the homes of their sires, to share in the festivities of the occasion—in our State, the day is not so highly honoured, there is preaching in most of our City Churches, affording an opportunity for their clergymen to advertise themselves, as to-morrow and the following days' papers will be devoted to give their discourses publicity; those who have patience to read these effusions, will not fail to observe that our country comes in for a great share of laudation, and its present prosperity with its prospective future, are held up in shining contrast to the misery and despotism of the Old World. I must candidly confess, that so far as the day is observed as a holy-day, it is nothing more nor less than a complete farce; yet it is not without its blessings, as the poor are not forgotten, the children of the "Five Point House of Industry," have been remembered by the different Hotel proprietors and others, whereby they will enjoy (for one day in the year at least) a good and substantial repast. The labours of the Revd. Mr Pease and his coadjutors, are fast regenerating that portion of our City, which has hitherto been a plague spot on its fair surface.

A record of the deaths which have occurred at this port from Europe from September 9 to the 16th instant, show that of the whole number of passengers who embarked for this country (amounting to nearly 16,300) not less than eleven hundred died on the passage—the largest number of deaths on any one ship amounted to seventy-nine, while four others had from seventy-three to seventy-five each—our immigrant vessels are filled with pestilence, disease, and death. They have become floating vaults, in which the European poor are prepared for the Ocean charnel-house. The disease which has proved so malignant, generally passes under the name of Ship Fever. There must surely be some ascertainable cause for this uncommon destruction of human life; and it is strange that with a knowledge of its existence, official investigation on either side of the Atlantic, should have failed to determine the cause or suggest a preventative—methinks the subject has not yet received the attention it deserves, and it behoves our own State Legislature as well as the British Parliament, to adopt more stringent laws, compelling each passenger vessel to carry an experienced surgeon, and limiting the number to one half of which the present law allows.

The recent election gives us a large majority of reform members for our City government, this, with the recent changes in its charter, augur well for its future good government—any improvement on the past mal-administration, and corrupt acts of its worthy aldermen and assistants, will be hailed by all who desire the good of the many over the favoured few: we have heretofore been cursed by being the worst governed and most filthy City in the world. Our Court of Oyer and Terminer, has at the commencement of its present sitting, no less than ten murders to dispose of: this crime appears to be on the increase, and this city seems to be the receptacle of all that is vile from other lands. An English letter of a recent date, remarks that "twenty-six reformed criminals have been sent to the United States this week as free emigrants, by the London Reform Institute." The matter was under the immediate charge of the Earl of Shaftesbury, who is very active in all reform movements, and has especially distinguished himself by the number of British thieves and vagabonds he has shipped to the United States. By-and-bye the English papers will teem with leading articles upon the extraordinary prevalence of crime in the United States—crime, nine-tenths of which was born and nursed with vigorous activity in the heart of London, and was then shipped to our shores by British reformers. Our Police have donned a new uniform, viz. a cloth cap with a blue coat, cut, a la militaire, the "star" is still retained as a badge of office, a rather convenient one, as the wearer cannot be so easily identified should he shirk his duty, as if he had his number sewed into his coat collar: the members of the department petition for more pay, but our Democratic Mayor thinks six hundred dollars a year, ample, and to pay for their uniform out of that.

Owing to the split in the Democratic party, the Whigs have carried the State without much apparent exertion. The Canal Enlargement Bills will be passed the coming Session, and the works carried on with that energy which they require, and to which the recently-elected stand pledged. There is no doubt entertained by the friends or foes of the Maine Liquor Law, but that a Law somewhat similar will be passed this winter; if so, the sale of liquors throughout the State will be much affected, thereby injuring the City trade, but to enforce a law somewhat