

The Politician.

THE COLONIAL PRESS.

From the Halifax Novascotian.
TRANSATLANTIC COMMUNICATION.

It is little more than twenty years since the first steam propelled vessel, the *Sirius*, performed the voyage between Europe and America, and now scarcely a day passes that does not witness the arrival of noble Steamers on both sides of the Atlantic. Our spirited and enterprising countryman, the Hon. Samuel Cunard, took the lead in a movement which is gradually drawing the Eastern and Western hemispheres closer and closer to each other, and we have now only to wait a very brief period when through the agency of the Atlantic Telegraph, Europe and America will be within speaking distance of each other. We have now splendid lines of Steamers and screw Propellers arriving and departing from Liverpool, Southampton, Glasgow, and Havre, in the Old World, and New York, Boston, Halifax, Philadelphia in the New. Of all these lines, the most auspicious as well as the most successful are those usually known as the Cunard and Collins lines. The history of the former is thus briefly recorded in a late No. of the Times:—

About sixteen or seventeen years ago the North American Royal mail steamers were established. Ten years afterwards, or thereabouts, the arrangements of the company were brought to such a point of perfection that they ran fortnightly steamers to Halifax and Boston. The increasing necessities of constant communication have caused the company to substitute weekly for fortnightly steamers. Every seven days they despatch a steamer from the British Islands to Boston, via Halifax, or to New York. The mails, however, and the freight destined for Canada, are not landed at Halifax, but are carried on to Boston, and are thence transmitted upon the American lines to their destination. For this accommodation the British Government pays to the company a subsidy of £185,000 per annum.

The Collins line, which was not started for several years after, was subsidized at a cost of \$865,000 per annum, by the American Government, and for a considerable time the rival Cunard and Collins lines contested, with alternate success, for the championship of the Atlantic race which has only lately been fully and fairly placed beyond cavil and dispute by the brilliant passages of the *Persia* and *Arabia*.

But there is still another line of Ocean Steamers—the Canadian—substantially and beautifully built, admirably officered, and judging by the voyages made during the past season, likely to prove formidable competitors with the Cunard and Collins lines. The Canadian packets run fortnightly to Quebec during seven months in the year, and for the remaining five months, when the St. Lawrence is closed with ice, to Portland. The Canadian Government give £24,000 a year towards the support of this line from the Provincial funds, but they complain of the difficulty experienced in contending with the Cunard line, which is so much more liberally endowed. The subject has lately been brought to the notice of the British people by the Hon. John Young, M. P., late Commissioner of Public works in Canada, from whose letter the Times selects the following facts and figures:—

The distance from Liverpool to New York is 2,980 miles; from Liverpool to Quebec is 2,502 miles via the Straits of Belle Isle.—Looking at these figures merely with reference to mileage, if a ship can perform the run between Liverpool and New York in 8 days 10 hours. But the time occupied running by rail from Quebec to New York is 19 hours. The gain upon the sea voyage we compute at thirty-eight hours, from which if 19 hours be deducted for the rail, then we have a clear gain of nineteen hours in favour of the Quebec route. There may be difficulties connected with the navigation in one case which do not exist in the other; but of course these, if they exist, are sure to be brought to light in the course of the discussion. Boston is 2,790 miles from Liverpool. The *Persia* could run over this expanse of sea in 9½ days, and at the same rate, starting from the same port, she would reach Quebec in 8 days 14 hours. Between Quebec and Boston we have 14½ hours of rail. Following, then, the same method of circulation as before, we have a gain of 8½ hours over the direct route between Liverpool and Boston.—In the same way, by taking advantage of the network of rails with which the North American continent is covered, Mr Young shows that a gain might be achieved of 40 hours between Liverpool and New Orleans.

The Canadians complain of the enormous sum given to the Cunard Company for carrying the mails, the practical effect of which, they say is to force the traffic through the United States to Canada, which if left to its

natural course, would flow from Canada to the States. The answer to this is that.

"The contract with the Cunard Company was made when the railway system of Canada was not all developed, scarcely indeed entered upon. There could at that time be no question of selecting the route by the St. Lawrence or Portland, for the conveyance of the mails, for this would have been to retard the delivery of letters and advices in a degree most injurious to commerce. Now all this is changed. The Canadians say that their railroads are so far advanced that they are prepared to do the post office business in a speedier and more efficient manner than their rivals."

The Canadians ask for one or two things; either that the British Government place them on the same footing as the Cunard Company, in the way of subsidy, or by the withdrawal of the allowance to the latter give them (the Canadians) a fair chance for successful competition. The Times thinks there is nothing for it but to let the contract run out, or pay the penalty, which there is not the slightest chance of the Government doing.

There is still, however, another view to be taken of the question. Everybody knows that our own peerless barbour is the nearest available point between the Old World and the New, and that it only requires the agency of Railroads to reduce the journey from Europe to the United States, the Canadas, and the maritime provinces to the smallest possible time. It is to this branch of enquiry we would like to see the British Government turning their attention. If any new policy is adopted by them let it be a liberal and enlarged one which will connect the Provinces together by rail, and make the United States interests subsidiary to those of her own people in those Colonies. Every day's experience demonstrates more and more clearly the necessity of railway communication between the British North American Provinces, and the Canadians themselves, or we are much mistaken, would not hesitate a single moment in giving their claims for aid to their Ocean Steamers if the Home Government would only undertake to liberally assist in the construction of a Railway from hence to Quebec.

THE WORLD'S BENEFACTOR.

Who, that has had opportunities of reading, but has heard of the philanthropist, Howard, the greatest part of whose life, was spent in visiting the prisons of Europe, and administering relief to countless numbers of suffering inmates, and whose name will go down to remotest time, crowned with the honors which millions yet unborn will bestow upon it? In the same category we may place the name of Miss Nightingale, the devoted, self-sacrificing heroine of the Crimea. But while we give due honors to such names, we should do injustice to a noble and generous heart, were we, for one moment, to forget the name of HOLLOWAY. The possessor of an immense fortune, which would allow him to traverse the whole world in search of pleasure, he chooses, instead, to devote his leisure and his talents to the benefit of his fellow-creatures, by dispensing among them the most remarkable remedies ever yet compounded, and which he himself discovered after years of unremitting toil and research throughout the vast cabinet of nature. To these researches Professor Holloway was first incited by the enormous amount of suffering from various diseases which he everywhere saw around, and the sad inefficiency of medical art to meet and vanquish them; and the success which has met him at every step—yet no greater than he anticipated—has proved his well-earned reward. So great, indeed has become the popularity of his medicines, even in the remotest corners of the earth, that his parent establishment in London outstrips the largest in the world, and their marvellous virtues have been extolled in almost every language from pole to pole. We have seen innumerable testimonials from persons who have used these remedies—stacks upon stacks—in which their wonderful powers are extolled in the highest degree. In a climate so variable as ours, the most insidious diseases are likely to take root before the patient himself is aware of it, and an immense amount of suffering is thereby entailed, in many cases causing death, in fault of ignorance of the proper remedies, which, applied in time, would have prevented the fatal result. In every case of incipient disease, and even in cases far gone, recourse to Professor Holloway's never-failing remedies will save months of painful illness, if not life itself. We do not overrate the man, nor his medicines; but what we are confident of, we are willing to bear testimony in its favor; and as far as our absolute knowledge extends, covering a space of years, we feel competent to speak upon the subject in the warmest terms. Therefore it is our earnest wish that not a family in the land should be ignorant of the Professor's remedies, and that they should always be kept on hand to use in cases of sudden illness, as they will operate as well as preventatives as curatives; while there is no possibility of danger to the system arising from their use.

BRICKS.

The Subscriber has a quantity of SUPERIOR BRICKS, for Sale.
HENRY CUNARD,
Chatham, 9th August, 1854

News of the Week.

From English Papers to the 12th October.
EUROPE.

ENGLAND.—*Colonial Produce Market.*—*Sugar.*—October 10.—The landings of all sorts of sugar for the past week have been 3,300 tons, against 2,290 in the same period last year; home and export deliveries 4,900, and the corresponding week last season 6,170. The stock is now 60,100, against 45,700 at the same date in 1855. The market has been well supplied with nearly all kinds of sugar this week. For export the transactions have been of little moment; but for home consumption the demand has been active, and fine kinds were not so well to buy 8d to 1s per cwt. as on Friday.

Money and Commerce.—On Monday the Bank of England again departed from the usual practice, and raised the rates of interest from 5 to 6 per cent. upon bills for two months, and to 7 per cent upon those having between sixty and 95 days to run, thus reviving the policy introduced in October last.

The market for Consols has been firmer than might be looked for owing to the steady disposition evinced by the public to invest as prices recede; but still quotations are going lower. Considerable purchases have been made by some insurance companies, and on the other hand some large deliveries have taken place from the Bank, with a view to withdraw notes from circulation.

In textile fabrics the condition of trade generally is encouraging, the high value of money not having yet exerted any very unfavourable influence. Most of the mills are in full work, and hands well employed. At the London wool sales, which commence very shortly, it is expected that full rates will be realized.

British Firs and Sword.—The Official Verona Gazette knows, of course, more of England than England at this hour knows of herself.—Thus it declares that England "is at this moment meditating the devastation of the Two Sicilies by fire and sword, because they have not the good fortune to possess a parliament and a press like that of England." Fire and sword in Naples! we rather expect pen, ink, and paper. England would seem to have lost the secret of being in earnest upon any subject. However, she still remains a good mark for foreign abuse as one meditating impossibilities for her to put into action. Thus we are prepared to learn from a Spanish official paper, that England is "meditating fire and carnage in Spain because Spain has not the good fortune to possess a Queen like the Queen of England."

Parliament was on Tuesday further protracted by royal commission until the 13th of November next. The significant words "then to meet for the despatch of business, &c.," were not included in the commission.

IRELAND.—*Decline and fall of Agitation.*—The local mouthpiece of Dr. Mahon laments in bitter strains over the dead body of Irish agitation, and ascribes the slaughter of the innocent to the conduct of these recreant Roman Catholics who had the temerity to accept and seek places at the hands of the whig government. As a fitting punishment for these recreants, it is semi-officially announced that the bishops and clergy will not unite their influence and bring it to bear at the next general election to keep out the Tories and return the "Catholics." "Even if they would," says the *Tuan* organ, "they could not; and if they could they ought not. It is idle now to recur to the splendid career of the illustrious O'Connell. It had its effect in its day. In his hands political power was wielded with efficiency and with profit; but if he had lived much longer the people would have found out, by bitter experience, that the getting of places for the few at the expense of the millions was a game too costly to be played on forever. The stakes were too high, and the losses on that account unendurable. It was, after all, poor comfort to the self-sacrificing catholic tenants, driven, in consequence of voting honestly, upon the world's wide waste, to see a few places bestowed upon some unworthy agitators, in lieu of the bartered rights of his million fellow-countrymen, electors and non-electors. Take this province for instance, and it will be found to contain numberless examples of this state of things. Are the interests of the thousands to be bartered away for a couple of dozen of small places in each county, left at the disposal of the respective representatives? These may be unpalatable truths, but they are, nevertheless, truths."

FRANCE.—The Neapolitan question has been placed in complete obedience by domestic affairs, which do not present the most flattering aspect. The bank of France has adopted strong measures to check the exportation of bullion. It declines to discount bills that have more than sixty days to run; and, at the same time it restricts the conditions under which it will make advances on security. It will no longer lend more than 40 per cent. on *rentes*, or than 20 per cent. upon shares or railway obligations, and in no case for a more extended period than one month. At a council of ministers, held on Tuesday, under the presidency of the Emperor, the advisability of raising the legal rate of silver from 6 per cent. to 8 per cent. was discussed, but no decision was arrived at. The panic caused by the step taken by the bank called forth a statement from the minister of finance, in which the prosperous condition of the country was highly coloured, and it was

endeavoured to impress upon the public mind that the pressure is but momentary, and in a great measure caused by speculations entered upon in consequence of over-confidence in the government of the Emperor. It was followed by the prohibition of all discussions on the crises, and a police regulation forbidding money changers to offer a premium for silver. The ministerial document calmed, if not satisfied, the public; but the funds only rallied very slightly, and confidence is much shaken. As the *Times*' correspondent says, alluding to the words of the minister, "it may be true that the resources of France are vast, and that she rebounds with wonderful elasticity from depression, but it is not the less exact that her situation is far from encouraging, and that greater *malaise* exists among a considerable portion of the working population of Paris than for a long time past. The artisans of the faubourgs do not conceal their discontent; and that discontent is, as usual, directed against the government. The Emperor is, I believe, beginning to learn the truth. I am told that a deputation of workmen of one of the faubourgs went to St. Cloud to lay before him their condition, and the impossibility of their supporting the heavy burdens, particularly of house rent, laid on them. They were well received, no doubt, and so far came back uncomplaining; but the system is full of meaning, and the precedent may be followed by others. Placards were again found posted up last night in streets near the Halle, still menacing to the proprietors, and repeating the demand for cheap bread. In some there were the words 'Vive l'Empereur!' following the threats; in others they were wanting."—Amongst the miscellaneous items of the week we find that Prince Napoleon has returned from his northern cruise of 12,000 miles; that the marriage of Count de Cambaceres, auditor to the council of state, with the Princess Mathilde Bonaparte, daughter of Prince Charles Lucien Bonaparte, is announced; that Marshal Dominguez has presented his letters of credence to the Emperor as ambassador of the Queen of Spain, putting an end to the mission of M. de Olozga; and that, on Wednesday, the Emperor reviewed the imperial guard at the Champ de Mars, the Empress and the imperial prince being also present.

JAPAN THROWN OPEN FOR TRADING.—A French paper, devoted generally to mail matters, contains the following:

Our last accounts from the China Seas mention a highly interesting fact. The Emperor of Japan, being anxious to adjust various questions connected with the recent treaties he has concluded with the several Governments of Europe and America, held on the 22nd of June, at Jeddo, the capital of his empire, a solemn assembly of the principal lords and most influential personages of his court. It was decided at the meeting that two ports of the empire, those of Nagasaki and Hakodadi, should be open to the vessels of all nations. There they might repair, renew their provisions, establish depots of coal, &c. The other ports of the empire, moreover are to be accessible to vessels in distress which may take refuge in them, but will have to put to sea the moment the danger is over. No foreigner is to be allowed to penetrate into the interior of the country without a special permission from the chief of the State. No decision had yet been come to with regard to the commercial question.

The right of trading with Japan is still exclusively maintained in favor of the Dutch and Chinese, who have long possessed it on very onerous terms, having but one market open to them, that of Nagasaki. The new policy adopted by the Government of Japan will be productive of incalculable results. Hitherto no foreign vessel could enter the ports of the country to refit or renew its provisions. The last decision of the Court of Jeddo accordingly constitutes a great progress. Should China, Cochin China, the Empire of Assam, and all the other neighbouring states follow the example of Japan, the intercourse between the extreme East and the rest of the world would be completely changed.

LATE EUROPEAN NEWS.

The steamship *Atlantic*, which arrived at New York on Tuesday evening last, brings some interesting news, the most important of which is the announcement of the fall of O'Donnell, and the restoration of Narvaez. O'Donnell and all his colleagues resigned on Sunday night, 15th inst., and their resignations were accepted. Narvaez immediately assumed the office and appointed his Ministry.

The Paris Journal *Debats* says: We believe that the pretensions raised by Russia to the Island of Serpents have been abandoned, and the Island will again become a possession of Turkey, but the Belgrade difficulty remains as before. It is not true that 4,000 Austrians have occupied Galatz, as was reported.

The Neapolitan affairs remain unchanged.

All thoughts of an expedition are now supposed to be abandoned, and even the French and English Ministers will not be recalled.

Russia is said to have given formal notice to re-assemble the Congress of Paris to which France and Prussia have assented, and now wait only England's concurrence.

Denmark has consented to a reduction of the land transit duties preparatory to a reduction of the Sound Dues.

A revolutionary document addressed to the Italian people, and purporting to be signed by a committee for the people and students of Paris had been secretly posted in various quar-