PUBLIC ARCHIVES OF NOVA SCOTIA

The Colonial Standard.

TUESDAY MORNING, NOV. 23, 1858.

The "Eastern Chronicle" on the Pictou Railroad.

Our neighbor of the *Eastern Chronicle* has a leading article headed, "The Pictou Railroad Located," designed apparently to guard the people of Pictou against imposture. It assumes, with characteristic boldness of assertion, that the government have really no intention to make a road from Truro to Pictou, and that the surveys in progress are nothing more than mere clap-trap operations, designed to blind and mislead a too credulous people, and to clear the road to the hustings at the next election. There is an old saying that we should send a rogue to catch a rogue, and when the *Eastern Chronicle* denounces fraud and imposition, the trade of thief-catching has not certainly fallen into bad hands. There is another saying that a certain class of moralists should have good memories, and this we recommend to the serious attention of the Editor of the *Eastern Chronicle*. He will indeed find his dullness of recollection a little embarrassing on the present occasion, for he never did a more silly thing, than to forget certain dramatic performances, in regard to a Pictou Railroad, which occurred in 1855, and in which he was a principal and distinguished actor.

We are not called on to defend the government against this ridiculous charge, and our remarks must be considered not as designed to clear the administration from the imputation of fraud, but rather to fix the charge of fraud and folly upon the *Eastern Chronicle*. If we thought it necessary to defend the government, we would simply say, "Stop a while, sapient editor of the *Eastern Chronicle*, and long before the election takes place, the question of railroad or no railroad will be decided in the legislature, in spite of the government." And again we would say, "When did the government promise you a railroad to Pictou?" We would go further, and say, "The difference between our government and your government is just this: Our government has promised no railroad to the people of Pictou, and yet is steadily making one. Your government did promise a railroad to Pictou, and never intended to make one at all." Does this singular exponent of public opinion forget the clap-traps of 1855, when his worthy brother, A. C. McDonald, first took the hustings? Has he forgotten the little flags and compasses, the theodolites, chains, engineers, and chain-bearers, who actually commenced a survey in the town of Pictou on the nomination day? Does he forget the sin he fixed upon the consciences of the poor printer's devils, whom he made to set up the following lies, to aid the engineers to deceive the people of Pictou into a belief that if Alick & Co. were returned, they should have a railroad by the 10th of September, 1857?

This, then, is the Card printed by the *Eastern Chronicle* in 1855 for electioneering purposes:

"Speak out, men of Pictou—are you for or against a railway now as a government work? The Company operations in both Canada and New Brunswick are at a dead lock, as everybody knows. How say you? Will you that the distance from Pictou to Halifax be shortened from three days to twenty hours, twenty travel, to twenty hours to yourselves? [illegible] true. Send [illegible] and take [illegible] September, 1857, a [illegible] stretch from the waters of Chebucto to the waters of the St. Lawrence and bind them in bonds of iron wedlock."

How have these promises been realized? has brother Alick, the good man and true, turned the days into hours—the weary travel into profit and pleasure, and consummated the anticipated nuptials between Chebucto and St. Lawrence?

The prophetic 10th of September arrived, and it dawned on a railroad incomplete, from the waters of Chebucto to the Grand Lake at Shulte's, about 20 miles; and there can be no doubt, that had the railroad been continued in the same hands, neither Windsor, nor Truro even, would have enjoyed its advantages and benefits for years to come. And yet the *Eastern Chronicle* has the effrontery, stamped, branded and convicted, and as it is, of designedly and deliberately practicing the most bare-faced imposition on the people in 1855 in regard to this very railroad, to declare that the surveys now making by the Government are designed merely to deceive and impose upon the people. What authority has Mr. McDonald for making this charge? his own bare assertion? And what is that worth? just as much as the credit of the *Eastern Chronicle* can command in the market of public opinion.

Hon. Joseph Howe.

If the extract given below, from the New York *Herald*, be true, the Hon. Joseph Howe has betaken himself to a new vocation. He has found that blatant loyalty and irreligious cant go for what they are worth in Nova Scotia, and he has betaken himself to more congenial soil to dispose of his superfluous bunkum. It would appear that the honorable gentleman has been again smitten with the same spurious *loyalty* which impelled him, in 1837, to exult in the success of the Canadian rebels; or, perhaps, it is only a ruse on his part to bully the British Government out of that governorship which he "might have had" but never got. We hope the subscribers to "that sustentation fund" will at once present him with a most humble petition that he will not desert them in this their hour of need. Indeed it would be too bad even for the Hon. Joseph, to pocket the fees so coolly, and then leave his beloved friends, the gentle Anand and cudgeller Ben, to stand the brunt of the fight.

Of the truth of this piece of news, we know nothing but what we give below:

THE BLUENOSE FILIBUSTERS OF THE NORTH. NEW PROGRESS OF DISUNION.—While Walker and his fire-eaters are wild for "extending the arm of freedom" southward, an active movement is now on foot among our Northern filibusters for a similar operation in another direction.

The plan of the Northern filibusters comprises nothing less than the separation from the British Crown of all the British possessions in North America. These are to be erected into a general federal union, and then annexed to this country, in order to overawe and overpower the South; or, failing in that, to sever the Union and annex the New England and Northern States to the Canadian federation, just as the Southern fire-eaters propose to split us up, and annex the Southern States to Cuba, Mexico and all other contiguous territory.

This scheme has been a long time on foot, and we have frequently received information of the proceedings and movements of the contrivers and plotters. But they have made little progress until during the past year, when a large number of our Northern politicians have been drawn into it, and the hopes of the Northern filibusters have revived. Several active agents in the scheme are now in our city, where they have been for some time, consulting with and impressing their views upon certain political wirepullers. One of the most prominent of these, and who represents the American portion of the plot, is Mr. Andrews, the contriver of the existing Canadian Reciprocity treaty, and supposed writer of Mr. Webster's well-known dispatch on the fishery question. On the other side, the most active partisans of the affair are the Bluenoses of Nova Scotia. Mr. Howe, of Halifax, is the representative of the Bluenose interest, and is now here engaged in the preparatory labors.

If we may believe the outgivings of Lord Derby's organ, the London *Herald*, the British government is well aware of what is going on, and has been induced to give its sanction to the plan in the hope of creating a counterpoise to the growing ascendancy of the United States. This creation of a counterpoise to this country is a dream which every British statesman, from Palmerston to Rootes?, indulgeth in more or less. The British officials had the same sort of dream in 1812 when Henry humbugged Madison out of $50,000. It has been a mania of long standing with the foxy old plotter of Broadlands, but all his schemes to that end have thus far proved complete failures. Thompson and other abolitionists, as propagandists in the North, who correspond with the Governor of South Carolina about free British niggers in Charleston, emancipation in the West Indies, cotton in India, and finally the coolie slave trade all over the world, have each been invoked for this purpose. Now comes the new scheme of the Bluenose filibusters of Nova Scotia.

They will find an abundance of disappointed and broken down politicians in the North with whom to concoct their disunion schemes, just as Walker finds them in the South for the purpose of assisting him in his plans. Their mode of operating, however, is very different from that of the fire-eating Southern filibusters. While the latter can do nothing unless there is a well founded hope of a fight, the Bluenose filibuster does not want any fight at all. Diplomacy and political wire pulling comprise his style of operation. These schemers for disunion, both North and South, present some very curious and amusing characteristics to the philosophic observer of their movements, and those of the North and South both present in one respect the same distinguishing trait. While they are out of public employment they are fierce disunionists, but no sooner do they get a fat place at the public crib than they became the strongest kind of Union men. There are two notable examples of this which will illustrate the whole tribe; Sam Houston was for a long time a filibuster and an anti-Union leader; when Texas came into the Union he became a Senator, and from that time was a strong anti-filibuster, until he found he could hold his seat no longer; then he went back to the filibuster field, and now advocates the regeneration of Mexico. So, too, with Jeff. Davis. For years he was one of the most ferocious of the disunionists, until he got into the Cabinet, and then into the Senate, and now he sings another tune. So it will be with the broken down politicians of the North who go into this Bluenose filibuster scheme of a Northern confederation.

The moral of all this is, that there is a deep-seated love of the Union in the hearts of the American people which can never be overthrown by British intriguers, fire-eating filibusters, or Bluenose plotters. It is a feeling founded on loyalty to the constitution under which we have become a great people, and which, as long as it is respected, will continue to enhance our power and importance in the affairs of the world.

New Representation Bill.

The opposition organs, with their usual consistency, are fierce and violent in their attacks upon the bill which the government propose to introduce at the next session of the legislature, to amend the representation of the people in the House of Assembly. They do not attempt to impugn the principle of the bill; such a course, they are aware, would tend only further to expose a total want of principle in themselves. Having, therefore, no other grounds upon which to attack this most desirable measure, they resort to their usual cant, and appeal to the shibboleth "Catholic Bugbear." They assert that the object of the bill is to increase the representation of counties having a preponderating Catholic population at the expense of counties purely Protestant.

This statement contains about as much truth as all others emanating from the same source. Some remarks which we had prepared on this important subject are unavoidably crowded out this week, and we have only room for the following statement of the population of the different counties, showing the proportion of Protestants and Catholics in each. Also a statement giving the present representation of each county, and the amendments proposed by the new bill. The tables are compiled from the last census:

POPULATION OF EACH COUNTY, CATHOLIC AND PROTESTANT.

	Protestants.	Catholics.
Halifax,	24,432	13,317
Lunenburg,	14,335	679
Queen's,	5,626	564
Shelburne,	8,122	107
Yarmouth,	7,651	2,816
Digby,	6,993	5,250
Annapolis,	13,721	563
King's,	12,625	1,143
Hant's,	12,465	1,005
Cumberland,	9,447	617
Colchester,	12,474	341
Pictou,	22,852	2,631
Sydney,	2,195	1,269
Guysborough,	6,069	2,895
Inverness,	6,062	8,349
Richmond,	3,195	7,229
Cape Breton, } Victoria, }	16,286	11,493

TABLE SHOWING THE PRESENT REPRESENTATION, WITH PROPOSED AMENDMENT.

Counties.	Population.	Rep. as at present.	Rep. under new bill.
Halifax,	37,749	4	5
Lunenburg,	15,014	3	3
Queen's,	6,190	3	2
Shelburne,	8,229	3	2
Yarmouth,	10,461	3	3
Digby,	12,243	3	3
Annapolis,	14,286	3	3
King's,	13,768	4	3
Hant's,	13,470	5	3
Cumberland,	10,064	3	3
Colchester,	12,785	4	3
Pictou,	24,883	4	5
Sydney,	13,455	2	3
Guysborough,	8,964	2	2
Inverness,	14,411	2	3
Richmond,	10,424	2	2
Cape Breton, } Victoria, }	27,779	4	3 / 2

Figures cannot lie, although newspapers can; and we ask our readers carefully to examine the above tables, and say whether the proposed reform is not imperatively required. It will be observed that there are only three counties in the Province where the Catholic population exceeds the Protestant, and in only two of those (Sydney and Inverness) is the representation to be increased.

The lower branch of the legislature is at present composed of 53 members—that is one representative for every 4,500 of the population of the Province. We have then only to compare the representation of the different counties to be convinced of the manifest injustice of the present state of things. Queen's with its 6000, Shelburne with its 8000, and Yarmouth with its 10,000, has each three members, and Hants with its 13,000 has five, and Colchester with its 12,000 has four, while Pictou, with over 24,000 of population, has only three, and Sydney and Inverness, with fifteen and fourteen thousand respectively, have only two members each. The western counties, exclusive of Halifax, with a population of 92,690, have 27 members, while the eastern counties, with a population of 122,765, have only 22 members—that is with a population one-third more than the western counties—their representation in the Legislature is one-sixth less.

No wonder that Pictou, and other eastern counties, do not receive their fair proportion of the road and school monies—and that the small western counties in the distribution of those monies invariably get more than their due. We ask them, should such a state of things be any longer tolerated? or will the people of Nova Scotia allow themselves to be deprived of their just right, to gratify the malignity of factious and disappointed politicians?

We have shown given the facts which will enable our readers to examine and judge for themselves. In our next we shall have something to say of those, who, arrogating to themselves all the *liberalism* of the country—wish to perpetuate a state of things so manifestly unjust.

(For "The Colonial Standard.")

Moisture.—Its Uses.

Such are the properties of moisture, that in every form it is of advantage to man. While a vapor floating in the air, it serves to moderate the summer blasts and the winter colds. As it falls to the ground in rain, it "cheers the thirsty ground;" and by evaporation, prevents the piercing beams of the summer sun from scorching the soil. It has been calculated that of the rain which falls in England (thirty-six inches annually) about one-third flows to the sea, and two-thirds ascend in vapor. Thus, without lessening in quantity by contact with the earth, it assists in the decomposition of manures, and produces those genial effects seen to follow a shower. More of this afterwards when agriculture is the subject of remark.

Leaving behind it the proof of its good qualities in luxuriant crops, it collects in springs and brooks, giving drink to man and beast. In brooks and rivers, water is made to drive many kinds o machinery subjected to the use of man. It supplies the steam which makes the railway, with its hundreds of human freight, rush along in its swift, defiant course. In rivers, lakes, seas and oceans, it presents to man a surface whereon he can travel with amazing speed, and at less cost than by any other mode of travelling yet discovered. There are ever hundreds of vessels and thousands of human beings on the waters of the great deep—now enjoying the beauties of a calm sea and pleasant gale, and now witnessing, in all their grandeur, the awesome throes of the angry dame.

In the form of dew, it moistens the soil as in rain. Of its use in hour frost we have already spoken; there it is found preserving the weakly plant from the withering grasp of the frost destroyer—John Frost. Of the same use it is in the form of snow; casting its downy cloak of pure white around the earth, by its innocent and lovely embrace it prevents its unhallowed brother and companion from destroying vegetable life in every form. Were it not for the sheltering snow, the frost and colds of winter would destroy many a plant otherwise spared, and starve the soil enough to make it refuse its luxurious autumn yield.

When it assumes the form of ice, the many-sounding sleigh-bells bear testimony to the pleasure with which it is welcomed among us. What road could the hand of man construct superior in smoothness and in leveliness to the pleasant roads that nature produces on the watery surface in these cold and frosty days? Water also bears a most important hand in affecting climate for the better. It is a much better conductor of heat than earth, and lays in during the summer months a supply of heat whereby it warms the surrounding land in winter.

By that characteristic of all matter of which I already spoke—its becoming contracted and heavier with cold, expanded and lighter with heat—the colder water is ever found at the bottom. In winter, therefore, as it cools on the surface it is ever sinking, raising aloft warmer water to give out its heat to the surrounding land, and this in its turn becomes cold, descends and renews the supply of heat. Where the water around the shores is deep, this process is carried on during a longer time, and the heat consequently supplied in greater measure. Where the water around the shores is shallow, it soon becomes all cooled down to the freezing point, and ice begins to form; still is heat emitted in the formation of ice, but so soon as the water becomes coated over, the supplies of heat are stopped, and those cold winds that are felt to come off the ice, take the place of their more temperate predecessors.

In this way may the difference between the climates of Britain and Nova Scotia in a great measure be accounted for. The one country is surrounded by water almost equally with the other, and Britain lying further north than Nova Scotia, it might be supposed that the frost in the former would be the heavier. But the waters around the British island are deep, and by continuing to supply heat, dissolve the ice from the northern rivers and temper the climate of the country; whereas the shallow water of the northern Nova Scotian coast soon becomes cooled, are unable to dissolve the ice that flows into them, and becomes useless for the supply of heat.

In next paper we shall enter upon the subject to which we more especially desire to call the attention of our readers—the subject of agriculture.

We have to express our thanks to George E. Morton, Esq., of Halifax, for late numbers of the *Illustrated London Times*, probably the most interesting English paper circulated in Nova Scotia, and also for late files of the *News of the World*.

TO CORRESPONDENTS.—"Tectotales" received too late for insertion this week—will appear in our next.

A late California paper announces the death on the 25th August, of Mr. Edward Allison, a native of Windsor.

The home government have decided to withdraw the troops stationed in the Island of Antigua, and the authorities there have been informed that the colony will have to provide in future for its own military defence.

His Excellency the Lieutenant Governor, by the advice of the Executive Council, has been pleased to approve of John Crerar, elected to be one of the Trustees of the Pictou Academy, in the place of Hugh H. Ross, deceased.—*Royal Gazette.*

TEMPERANCE.—We learn that Mr. John Shean, of the Barrack Department in this city, has again been unanimously chosen Deputy Grand Worthy Patriarch of the "Sons" in Nova Scotia. This is the third time that Mr. Shean has been called upon to fill this highly important office in the Order, a fact which speaks volumes for his zeal and consistency in the cause of Temperance.—*Halifax Journal.*

The advantage of being a hero is shown in the fact that when Gen. Sir W. F. Williams desired to reach Portland in a hurry, the superintendent of the Grand Trunk Railroad put on an express train for the warrior's accommodation which took him along at the rate of fifty miles an hour. The general tipped the stokers a sovereign each.—*Ex. Express.*

A friend says—Who has a better right to fly over the rails than the hero of *Cars?* (Kars.)

The mackerel fishery, has, so far, proved almost a total failure at St. Margaret's Bay and its vicinity this summer, and unless the fish will come in within the next three weeks, great destitution must be the result. As every misfortune, however, conveys the germ of wisdom and comfort within itself to such as are willing to learn, so, it is to be hoped, that the failure of the seine fishery may do away with the excess to which that expensive, sloth-inducing, demoralizing, and therefore generally ruinous business has of late years been carried, and may induce the people to attend more generally to the slow but sure gain of agriculture and line-fishing.—*Liverpool Transcript.*

A FAIR ESTIMATE OF FRASER'S RIVER.—A correspondent of the New York *Times*, who is exploring the Fraser River gold diggings, reports in a letter of Sept. 10, that he has been unable to find the rich diggings on the river that have been reported. In the best spots the miners were getting only from one to five dollars per day in dust, and there was no evidence of richer diggings up the river. He then comes to the conclusion that the Fraser River country can never rival California as a gold region, and says:

"On one point the old California miners now here seem to hold quite a unanimous opinion, to wit: that New California can never become a formidable rival to California. Judging from such evidence as they already have, they do not believe its mines are as rich, and its climate is far inferior, shortening greatly the season during which they can labor profitably. The miners in the rivers cite, in support of this proposition, the fact that it is now near the middle of September, with the bars still covered by water—that within six weeks the water will be too cold to work in it until towards the first of April, and that by the 1st or 15th of May the rising torrents will again drive them from their claims. The winters here are not so severe as in the same latitude upon the Atlantic, nevertheless they must interfere seriously with the labors of the miners upon the river unless the bottom bars are found rich enough to warrant their collecting and damming out the water mark, and deferring its washing until the summer floods come on."

EXPLORATIONS IN THE RED RIVER COUNTRY.—Mr. Dawson, engineer of the exploring party sent by our government to the Red River Territory, returned by the last trip of the *Reseue*, and is now in this city. He will prepare his reports of surveys so far as made, and will return to the territory about the middle of winter, to rejoin the parties whom he has left there carrying on the work. We understand that Mr. Dawson speaks in the highest terms of the territory between the Red River and the Assiniboin, where he has recently been exploring. It is, for a prairie country, well wooded, and is exceedingly fertile. Mr. Dawson brings with him specimens of lignite, which, we believe, place it beyond question that considerable deposits of coal will be found in various parts of the country, more particularly on the Souris River. The indications of its existence are very numerous. It has been known for a length of time that on the Saskatchewan plains, near the base of the mountains, large beds of coal existed, but it has hitherto been by no means certain that it was to be found further to the eastward. The discovery supplies an additional reason for believing that the first railway to the Pacific will be made through these magnificent prairies. The opening of the stage route from St. Louis to San Francisco has produced in the American papers proofs of the usefulness of the Southern territory to support a railway across the continent. We find in the itinerary of a passenger who came through to St. Louis by the first expedition, statements of long journeys performed without water; and even at the stations on the road, the water is furnished by means of expensive wells. In such a country, of course, there is no wood, neither has coal been discovered south of the boundary. At no point in the British route would there be a scarcity of either fuel or water. From Lake Superior to the Red River there are abundant supplies of the finest timber, and beyond that coal is to be found almost throughout the entire region.—*Toronto Globe, Oct. 22.*

From the United States.

The prospects for business in general, the coming winter, are rather unpromising." There is no likelihood that it will get fairly upon its feet again, in the larger cities, until the Western crop shall have come into the market for the liquidation of Western debts.

ST. LOUIS, NOV. 9.—The California overland mail arrived this evening, bringing San Francisco dates of the 15th Oct. Volunteers had been called for to protect travellers on the route between Weaverville and Union against Indian outrages.

Advices at San Francisco from Fraser River are to Oct. 4. The river had fallen some, and considerable dust had been taken out. The miners had become too cold to work, and the miners were returning in large numbers to California.

Oregon advices are to the 6th ult. The Indians are suing for peace, which Col. Wright refused to grant unless their propositions are accompanied by an unconditional surrender, together with their property. The soldiers were destroying the grain fields and provisions of the Indians, who were in consequence reduced to a state bordering on starvation.

The American commissioners at Victoria had interfered to secure for Americans accused of petty crimes the aid of counsel on their trial.

A beautiful young girl in Delaware county, Ind., having been compelled by her father to marry a gentleman of fortune, though she had promised her hand to another, took poison in her coffee the morning after her marriage, while at breakfast, and expired in less than an hour.

Jerome Bonaparte, jr., arrived in the *Fulton* from France, and is now at the New York Hotel. Jerome N. Bonaparte is the grandson of Jerome Bonaparte, the only brother of Napoleon the Great now living. He is a descendant of the American branch of the Bonaparte family. Miss Patterson of Baltimore, having been his grandmother. His father, Jerome Bonaparte, nephew of Napoleon the Great, still resides in Baltimore, Md. Young Bonaparte has probably returned on furlough to visit his relatives in this country. He graduated at West Point several years ago, and was there distinguished as the best swordsman in his class. In the examination of 1850 he was reported among distinguished cadets for proficiency in mathematics, French and drawing. Shortly after the accession of the present Emperor of France to power, young Bonaparte joined the French army as a second lieutenant. He was in the Crimean war, and has been for some time past in Algiers.

AN IMPORTANT MOVE TOWARDS A PACIFIC RAILROAD.—We understand that the grant of lands made by Congress to the Minnesota and Pacific Railroad Company, on that portion extending from St. Paul to the British line at Pembina, will be offered to those owning the great rail way line through Canada. This will give those companies a route through our territory to the British possessions in the Pacific. This road is entitled to near two millions of acres along the valley of the Mississippi and Red Rivers, said to be very valuable, worth, with the road built, it is estimated, at least $15 per acre.—*Chicago Tribune.*

Latest Foreign News.

ARRIVAL OF THE CANADA AT HALIFAX.

The R. M. S. *Canada* arrived at Halifax on Wednesday last, bringing Liverpool dates to the 6th inst.

The news by this arrival is of little interest. Commercial affairs in England have undergone but little change since previous advices. Trade was dull, and the markets generally in favor of purchasers. This decline was owing principally to the shipment of gold to the continent.

Mr. Gladstone has been appointed Minister Extraordinary to Ionian Islands.

Major General Sir W. F. Williams, K. C. B., commandant of Woolwich garrison, on leave of absence in Nova Scotia, has obtained the sanction of his Royal Highness the Commander-in-Chief to prolong his stay in his native country beyond the period of his specified leave of three months, now expired.

Rumors were current of changes in the English ministry. Lord Derby, it was said, would resign, and a new administration would be formed with Lord John Russel as Premier, under whom, it is said, Lord Stanley will accept office.

Lord Elgin has concluded a treaty of a most important nature with Japan. By this treaty that great empire, hitherto enclosed from all intercourse with the outer world, is thrown open to English commerce.

A deputation from the New Brunswick and Canada Railway and Canal Company, had been received at the Colonial office.

It is said to be now beyond doubt that a Reform Bill, more or less liberal in its provisions, will be carried at the next session of Parliament.

The dispute between France and Portugal is settled by the submission of the latter to the demands of France. The English press severely censures Lord Malmesbury, the Foreign Secretary, for allowing his weak ally to be coerced by France.

The Court have returned from Balmoral, and have taken up their abode at Windsor.

The healthy appearance of Her Majesty and [illegible] sojourn in Scotland, shows that the keen and bracing air of the Highlands has exerted a most beneficial influence.

The Prince Alfred has joined the naval service as midshipman on board the Euryalus.

The well-known female traveller, Madame Ida Pfeiffer, died at Vienna, on the 27th October. A fever with which she was attacked at Madagascar had undermined her constitution, and was at last the cause of her death.

PRUSSIA.

DISMISSAL OF THE PRUSSIAN MINISTRY.—The following members of a new Prussian Ministry have been appointed:—Prince Hohenzollern, President of the Council. M. Schleinitz, Foreign Affairs.—M. Bethmann-Hollweg, Public Instruction. General Bonin, War. The rest of the present Ministers are to be dismissed as soon as the arrangements for supplying their places are completed. Prince Hohenzollern-Sigmaringen, who belongs to a branch of the Royal Family of Prussia—has not hitherto taken any prominently active part in politics. He is in the prime of life, having just entered upon his forty-eighth and is the father of the young Queen of Portugal, who recently visited England for a short time, on her way to her Lisbon bridal. It is not surprised that his Liberalism is of a very pronounced description, but he will bring to the new Cabinet the prestige of an unimpeachable character and the *eclat* of the highest social position. In these appointments no triumph certainly will have been gained for ultra liberal views, but an assurance will have been given of a steady determination to free the administration of affairs from those servile and retrograde principles of home and foreign policy of which the late Cabinet has so long been the exponent.

TURKEY.

The Constantinople correspondent of the London *Times*, writing on the 16th October, says:—The fine American frigate Wabash, the arrival of which I noticed in my last, has caused no small excitement at the Porte, as well as among diplomatists. It seems that no one was aware of the size of the vessel, and according to the wording of the application which was made at the Porte for her passage through the Dardanelles, a vessel of size was expected. Of course size is a relative idea, and probably what is large at Stamboul may look small in New York. As America is not a party to the treaty which gives twenty-one guns as a limit of the size of any man-of-war allowed to pass the Dardenelles, I don't know whose idea of large and small will ultimately prevail; in the meantime the frigate is the lioness of the Golden Horn, and unless the diplomatists resolve to sink her under the weight of their despatches, I am afraid it will be rather difficult to move her out of the uncomfortable position which she occupies in the teeth of treaties and ambassadors.

A Constantinople telegraphic despatch of the 16th says—The United States Legation obtained a firman to admit only a corvette. On the appearance of the Wabash, the Porte drew up a protest, a copy of which was sent to the ambassadors of the great Powers, and the American ship prepared to withdraw.

ARREST OF THE BRITISH AMBASSADOR AT CONSTANTINOPLE.—*Constantinople*, October 22.—An unpleasant incident has occurred, resulting in the temporary arrest of Sir Henry Bulwer, the British Ambassador. Sir Henry was passing the streets at Pera on horseback, preceded by his groom, when some of the Sultan's levee passed, and as usual surrounded by eunuchs. The horse of the groom touched one of their horses, and the rider struck him with his whip. The groom used his whip also, and while they were thus fighting Sir H. Bulwer endeavored to separate them, when the remainder of the eunuchs rushed on the Ambassador, and struck him several blows. The Turkish policemen interfered in favor of the Turks, and conducted the Ambassador under arrest to the station at Pera, where they found out that he was the Ambassador. The departure of Lord Stratford was postponed a day in consequence of this incident.

FATAL ACCIDENT TO THE SULTAN'S SON-IN-LAW.—Ali Ghalib Pacha, son-in-law of the Sultan, has been drowned in the Bosphorus, his barge having been sunk by a steamer.

THE INSURRECTION IN BOSNIA.—The *Austrian Gazette* of Vienna says:—"According to the last accounts from Bosnia, the insurrection, of which the signal was given in the Nahia of Gradaschatz, has already wretchedly ended. The cavalry garrison of Gradaschatz and a corps of Turkish volunteers, hastily collected, surprised the Christian insurgents in the environs of Wranjuk, and massacred a great number of them, the rest of the Christians succeeding to escape beyond the Save. Another band of insurgents is in the country between Modric and Gscanii, but, as they are ill armed, and as Turkish regular troops are marching against them from all directions, they will probably soon be dispersed.

INDIA, CHINA, AND JAPAN.

The Gwalior rebels were still at Seronge, but it was thought that they would make an attempt to cross the Nerbudda between Saugor and Bilaspur. A successful attack on a body of rebels numbering about 3,000, posted on an island of the Gogra, took place on the 19th of September. They were driven out of their entrenched position with, it is reported, the loss of 1,000 killed. The artillery fire did great execution among the fugitives, and also sunk two boats laden with the enemy. Two of the rebel leaders are reported to be among the slain. The British loss was not severe.

The Bombay Presidency remained quiet.

An earthquake had been felt at Bkyah.

EAST INDIA DISPATCH.—"The advanced force under Captain Mayne, consisting of 450 sabres of the Malwa Field Force, reached Seronge on the 30th September, but found that the enemy under Tantia Topee had broken up his camp, and retreated towards Esanghur. This place the rebels attacked and captured on the 2nd of October.

"Brigadier Smith, with his force from Goonah, reached Esanghur on the morning of the 5th of Oct. The enemy, with his guns and elephants, left the same morning, at sunrise, left the place for Chunderee. Brigadier Smith's cavalry, however, succeeded in capturing four guns.

"Eight hundred Sowars had been dispatched by the rebel leaders to plunder Ranade (?)

"A combined movement is proposed for hemming the enemy in at Chundaree by the Mhow Field Force, the force under Brigadier Smith, the troops at Goonah, Saugor, and Oojein.

"Major General Mitchell has been placed in command of the troops serving in Rajpootana and Central India.

"With the exception of a slight Bheel disturbance in Khandiesh, the Bombay Presidency is quiet.

"Her Majesty's 60th Regiment and the left wing of her Majesty's 91st have arrived in Bombay from Suez. The former has gone to Scinde.

H. L. ANDERSON,
Secretary to Government."

FOREIGN OFFICE DISPATCH.—The following telegraphic despatch from Acting Agent and Consul General Green was received at the Foreign office at five o'clock a. m. on the 1st:—

Alexandria, October 25.

"The steamer Ganges arrived at Suez from Bombay yesterday. Dates—Bombay, October 10th; Aden, October 18th.

"Tantia Topee having for a few days after his former defeat occupied Seronge, fled on the approach of the detachments under General Mitchell and Brigadier Smith, and is now marching in the direction of Chandree.

"Several gallant affairs have taken place in various parts of Oude, all ending in the total route and great destruction of the enemy, with [illegible]

"The campaign has not yet commenced, but Lord Clyde has left Allahabad for Cawnpore, en *route* for Lucknow; meanwhile the rebels represented to be still in great numbers and ravaging the country, and sorely oppressing the inhabitants wherever our troops are not posted.

"The steamer Pottinger was to leave Bombay for Suez on the 12th inst for troops.

"This telegram arrived at Malta by the contract steam-packet Veets on the 30th of Oct., at 11 45 p. m.

ARTHUR FANSHAWE, Vice-Admiral."

CALCUTTA, Sept. 23.—The fortnight has been almost barren of intelligence. The proclamation announcing the abolition of the Company has not yet appeared. Meantime orders has been issued to illuminate all public buildings, and, if possible, all towns, and to prepare a grand show of fireworks—an exhibition in which natives take a peculiar delight. Some fireworks have been sent to Allahabad, and the illuminations are progressing, but the fireworks for Calcutta cannot be ready for weeks.

From Oude and Shahabad we have nothing of importance. The rains check all movements, and both parties appear to await weather a little more favorable for locomotion. The Gwalior force ordered by Lord Clyde to clear Shahabad has not yet collected, and the rebels are taking advantage of the pause to fortify themselves in Jugdespore. According to native reports they number 15,000 men; but native spies make little distinction between camp followers and fighting men. They may amount to that number, as small parties steal down from Oude to join them, but the reports do not prove the fact. Active operations will scarcely recommence till the 15th October, the usual termination of the rains. In Southern Oude, again, the rebels, driven from Sultanpore, have concentrated themselves on Amethee, a little place known chiefly as the residence of a Moulvie, who gave so much trouble about three years ago in Oude. They are estimated at 50,000, but if they number half that strength of fighting men they are stronger than I believe them to be. They are completely hemmed in, having two great rivers to the north and south, Brigadier Grant on the east, and Lucknow, which they dare not approach, on the west. Unless some daring movement releases them, they must speedily be destroyed.—*Calcutta Correspondent of the Times.*

HONG KONG, September 12.—Our last advices from Shanghai, under date the 3rd instant, mention the arrival of Lord Elgin there from Japan, where, it is said, he succeeded in arranging a satisfactory treaty. The Dutch had not as yet, it is said, succeeded in obtaining the privileges granted to other nations. The Emperor's yacht was handed over to the Japanese authorities with due ceremony. During Lord Elgin's visit to Yeddo, the Emperor was unwell, which was given as an excuse for his not receiving his Lordship.

The Chinese Commissioners, whose arrival was expected at Shanghai to meet the Ambassadors for the revision of the tariff, had not arrived up to the last date, and nothing positive was known regarding them.

The Canton river is again free, but we have nothing satisfactory to report of the state of matters in the city. It is difficult to explain the reason for things continuing as they are, as ostensibly the Chinese officials require the people to resume business, and have issued notices to that effect.

In trade at Canton there was nothing done, and it was doubtful when the tea market would open.

No reliable information can be obtained regarding the quantity of new congou near Canton. One statement gives it as 20 chops at Fatshan, and about 170 chops in the neighborhood.

In the Pekin *Gazette* the objectionable term "barbarian" continues to be used towards foreigners.

From Manilla we learn that the last of force, French and Spanish, had left for C[illegible] China.

PUBLIC ARCHIVES OF NOVA SCOTIA