PROGRESS IN TURKEY.

The old world has always slept, except when it awoke to fight. The only idea of humanity seems to have been, that the many were made for the few, an the few to imbrute the many. Keeping them in ignorance and degradation, wearing them out with toil, to construct useless though imposing works, or else butchering them in the wars instigated by revenge or ambition. The Romans left behind them the monuments of large and enlightned views and a public spirit, where they possessed the East: their admirable bridges, their stupenpous aqueducts, and more than all, their military roads, constructed with incredible labor, and made almost as imperishable as the earth itself, are evidence of their far-reaching views and interests in the masses. But since their day, the idea of *a public* has perished, and the only idea is of *individuality*. The social welfare, the common benefit, the interest and profit of all, are words unheard, or heard, without meaning, and only provoking derision and contempt, while the individual thinks only of himself, and cutting off all the ligaments which bind him to a common humanity, shuts himself up in the cocoon he has made for himself, and there lives and dies. The Government of every country in the East proceeds partially upon the same principle, regarding itself as an individual having no relations to the people but those of oppression and plunder. Works of public utility, therefore, are not undertaken; the resources of the country are not developed, nor encouragement and inspiration given to art and industry, till at last, like an old field, cropped and cropped again, but never recuperated by manuring, not a regeneration, but a new creation alone can save it.

The name of the present Sultan will go down to posterity with honor, if he does nothing more and better. He is in advance, if not of his age, yet of his subjects of tha age, and indeed of the whole East of his age. Breaking away from the prejudices of Moslem and Turk, he has had the courage to make innovations which would have brought the bowstring to the neck of his predecessors. Conceiving the possibility of there being something beyond individuality—that there may be a public, a mass of human beings having common rights and common interests, he first of all the Sultans, and first in the East, has adopted beneficent social ideas wherever he found them, and entered upon a courageous, hearty, and honorable career in behalf of improvement and progress. His father introduced the Frank dress, requiring all his officials and soldiers to wear it, which is now universally done, transforming the petticoated and turbaned Turk into a fine looking form: and his son, Abdul-Medjid, the present Sultan, profiting by and enlarging the idea is bent upon introducing all the elements of European Civilization.

I cannot learn that a *canal* ever existed in the Turkish empire: certainly a decent *road* never did, except what remained of the Roman military roads, which are now nearly obliterated. But out of evil often comes good, war not excepted, which seems nothing less than the first born of the infernal world; and the first *canal* in Turkey will be one of the fruits of the present bloody strife.

It will be seen by reference to a map, that the noble Danube, the largest river in Europe, next after the Volga, having its sources in Bavaria, near the borders of Switzerland and the head of the Rhine, pursues almost a straight course through Austria, but near Buda in Hungary makes nearly a right angle, as it strikes off south for Turkey at Belgrade, where it recovers its original direction, and for a long distance pursues its eastward course, till it wants only five miles of reaching the Black Sea, where it turns north at nearly a right angle and then again east, till it pours itself into the Black Sea by three principal mouths. The current is very rapid, being less than 18,000 feet an hour, in a channel of the average width of 600 feet, with a mean depth of 25 feet. The number of Islands in the river is incredibly large, the map before me giving nearly *two hundred* below Vienna, which, though they may add to the picturesque beauty of the scenery, do much to obstruct the navigation. By the treaty of Adrianople, in the year 1826, the central mouth or channel, called Soulina, was made the boundary of Russia; along it strong fortifications and castles were erected; and as this mouth is the only navigable one, Russia commanded all the river with its commerce and navigation. The object of these forts was apparent; and the alleged reason of the design of a quarantine, was only a pretext. To escape all these annoyances, and this complete dependence upon the mercy of Russia, the steamboat navigation company of the Danube, asked liberty from the Turkish Government to construct a canal at their own expense, along a former arm of the Danube, which united it with the Black Sea, and whose bed could easily be traced from Chernavoda on the river to the bay of Jougla on the sea. The distance between Vienna and Constantinople will be about five hundred miles. Besides this, the navigation of the Danube below the intersection of the proposed canals, in its present state is subject to obstacles which it is often difficult to overcome. No boat drawing above 12 feet of water, can ascend the river without discharging a part of its cargo, in order to cross the shallow places, which causes expense and loss of time, while the officers and men are greatly exposed to sickness and death by reason of the pestilential air of the shores of the river. As the depth of beds of the several mouths of the river is continually changing with the inundations to which they are subject, the boats which ascend the river are obliged to take pilots on board to guide them—all of which evils will be be avoided by the construction of the canal.

The project of a canal which should turn the entire navigation of the lower Danube to the Turkish territory is an idea of other years revived. The subject was brought before the Government in 1839, and again in 1845. Russia had not then thrown off the mask, and bore down with all her influence upon Constantinople to prevent the enterprise: for she saw at once the project, once consummated, would blast all her hopes. To snatch the entrance of the Danube, from jealous surveillance of her frontiers, was to take from her southern provinces the transit to the Black Sea; it was a strike a moral blow at the prosperity of Odessa, and to annihilate her commercial importance in the Levant. She used her preponderating influence with the Turkish Government, then blinded to her ultimate designs, and the construction of the canal was adjourned; but though adjourned, it was not abandoned; and now the enterprise seems to be in a fair way of accomplishment. A charter has been granted and a company organized, composed of leading capitalists of Constantinople, London, Paris, and Vienna, of whom Forbes Campbell, Esq., is the agent. With great propriety, the name of the Sultan is to be given to the canal; it is to be called "*The Canal of Abdul-Medjid.*"

The advantages expected are *European* and *Turkish*, if indeed a separation can in truth be made. As to Europe, there will be a direct communication opened between her central regions and Central Asia. The commercial influence of Russia will be annihilated in the Levant. Freedom will be obtained from the shackles upon the commerce of all nations. The advantages to Turkey will be those of the transit between Europe and Asia; the creation of a commercial port at Jougla, whose importance can be hardly over estimated; and a natural channel for the cereal and animal productions of Wallachia, Bulgaria, and Hungary.

The company constructing the canal have engaged, morcover, to put all nations on a footing of perfect equality in regard to duties, &c. No one shall be favored with an exclusive privilege; no one shall be excluded from the advantages offered to others. The Turkish government has at length learned the value and necessity of roads and channels of communication for the prosperity of the country. It had done something to encourage agriculture and manufactures, but with small results, since the heavy expense of transportation to market for bulky articles of trade left little or no compensation to the producer. Camels, mules and donkeys, an insignificant common or private carriers by the side of the canal and road of iron. The Government has now adopted larger views, and seems intent on developing the industrial capabilities of the empire in agriculture, commerce, and manufactures, all of which will be greatly promoted in European Turkey by the enterprise now projected, while other public works of equal importance are either in progress, or contemplated and sanctioned, of which you shall have an account hereafter.

On the whole, it is obvious a better day has dawned upon Turkey. A new era commences in her history; she is uniting herself to the civilization and progress of modern society; she is binding herself to Western Europe by an indestructible alliance; and with her regeneration comes also a new era of local organization and economical progress to all the populations and countries of the East. May a higher and holier regeneration follow! and I am persuaded it will.

I learn that the engineers engaged in the survey of the route for the Suez Canal, have met with an unexpected difficulty. In making excavations along the line, they came to solid rock beneath the sand and alluvion, which, independent of all other obstacles, may make the work impracticable. But this is a flying report, and not an authorized statement.

A NOBLE BOY.—A boy was once tempted by some of his companions to pluck ripe cherries from a tree which his father had forbidden him to touch. "You need not be afraid," said one of his companions, "for if your father should find out that you had taken them, he is so kind he would not hurt you." "That is the very reason," replied the boy why I would not touch them. It is true, my father would not touch me; yet my disobedience I know would hurt my father, and that would be worse to me than any thing else." A boy who grows up with such principles, would be a man in the best sense of the word it betrays a regard for rectitude that would render him trustworthy under every trial.

The Halifax *Morning Journal*, says; eight of the Police force of the City were initiated into Mayflower Division, Sons of Temperance, on Wednesday evening last. The worthy City Marshall deserves credit for taking the lead.

A TALE OF SUFFERING.—The ship Thomas, Captain Calhoun which arrived here on Sunday, picked up to the southward of the Gulf Stream, Mr. Robert Harlow, who was clinging to the wreck of the schr. Lightfoot, which was capsized five days previously in a heavy squall. Mr Harlow was the owner of the unfortunate vessels, which was commanded by his brother, who, together with the crew, two in number, were lost when the vessel went over. For five days, Mr. Harlow clung to the wreck, and when picked up by Capt. Calhoun was almost exhausted, some time elapsed after being taken on board the Thomas before he recovered from the effects of his fatigue and exposure. Who can describe his agony during this long exposure to the winds and waves, without food or water!

The schr. was loaded with fish and lumber, and belonged to Liverpool, NovaScotia, where the Captain and his brother resided. The former leaves a wife and two children.—*New Brunswicker.*

An amusing story was related in the House of Commons a few weeks ago by General Sir DeLacy Evans during the discussion on the report of the Crimean Commissioners and the mismanagement of the war in the East. It appears that Lord Panmure's nephew, Captain Dowbigging, of the 4th Foot, was serving in the Crimea at the time that General Simpson succeeded to the command of the army at the war: and that, according to DeLacy Evans' statement, the new Commander of the Forces, received on his assuming the duties of his office, a telegraph despatch from Lord Panmure, the War Secretary, containing the following words: "Take care of Dowb." As may easily be imagined, the General was sadly puzzled about the meaning of the despatch, and thinking probably that *Dowb* was some important post or station which the British Government were desirous of retaining, telegraphed back for further instructions. It turned out that *Dowb* meant the gallant captain alluded to, for whose advancement Lord Panmure was naturally desirous. After the subject was mentioned in the House of Commons, Lord Palmerston made the necessary explanation, and finally signified to the House that Capt. Dowbigging was a meritorious officer, and that the words of Lord Panmure's despatch were as follows: "I recommend Dowbigging to attention, if he is fit, and there is a vacancy."—The probability is, therefore, that Lord Panmure's anxiety about the captain arose not so much from his wish to have the right man in the righ place as from any felling on account of his relationship, as the Prime Minister explained that he was a very deserving officer.

ALBERT COAL MINES.—We alluded a short time ago to the prospect of the Company owning these mines, and we have since learned some additional particulars, which we now lay before our readers. In the latter part of November last, the pit got completely filled with water, owing to one of the pumps giving way, just at the time of a very heavy rain. This unfortunate accident stopped the raising of coal, and kept the miners and other hands busy pumping out the water till the first week in January; on the 7th of that month, they commenced raising coal again, and up to the 1st inst., they had succeeded in getting up 1000 chaldrons, 1400 of which were sent down to the wharf to be shipped for shipment. In addition to this they had sunk one of the pits 100 feet, besides making various valuable improvements under ground, by which the parties conducting the operations expect to raise at the rate of thirty chaldrons per day, during the summer. The miners are now working about 300 feet below the surface of the ground, and there the coal appears as if it had been thrown in large masses, perfectly distinct, among the surrounding strata, mostly shaley rock; in some places it is found sixteen feet square, without any other substance mixed in it, and shines clear and bright. It is generally supposed by those acquainted with mining operations that, at some distance further down, it will terminate in a large field, the present workings being on the veins leading to the same, should this supposition prove correct, it is almost impossible to estimate the enormous profits that will accrue to the stockholders of this company, which will probably become one of the richest in North America. It has now been established beyond a doubt that all the coal that can be raised, will find a ready market in the United States, and the selling price at the wharf may be quoted at ten dollars per chaldron.

We are happy to learn that Mr. Ladd, the able engineer of the works, is recovering his health and will shortly leave St. John for the mines. We have much pleasure in stating also that the Directors of the Company have appointed William Ellman, Esquire, formerly of H. M. Customs, at this port, and now retired from that service, to the office of Secretary to the Company; and we feel sure that Mr. Ellman will give much satisfaction in the performance of his duties to his new employers.—*Morning Courier*

The volcano on Owyhee is in a state of unusual activity, as you may have already learned. It has been playing the mischief for the last six months; a stream of liquid lava is flowing from its crater from three to seven miles wide, downward a distance of seventy miles, filling gulches, destroying forests, running its fiery track across rivers, &c., and still it flows on! The flow of lava is now within a few miles of one of the most lovely villages and valuable harbors on the whole grope of islands. The destruction of both appears inevitable.

One new bonnet will make a young lady feel happy. One "funny man" will bother a whole neighbourhood. One hiss will disturb a whole assembly. One bad novel will waste whole reams of good paper. One pretty flirt will make a dozen plain girls unhappy for an entire evening.