

SANTA BARBARA GAZETTE.

VOL. II.—NO. 44.

SANTA BARBARA, CAL., THURSDAY, MARCH 19, 1857.

WHOLE NO. 96.

THE GAZETTE.

PUBLISHED EVERY THURSDAY, BY
KEEP & HUBBARD.

TERMS OF SUBSCRIPTION. For One Year, \$5; for Six Months, \$3; invariably in advance.

RATES OF ADVERTISING. One Square of ten lines or less, first insertion, \$3; each subsequent insertion, \$1.50. A liberal discount will be made to monthly advertisers.

The Persian War.

The following excellent article upon the present war between England and Persia we take from the Philadelphia North American. It clearly defines the points of the controversy:

England is now fairly embarked in the war. The nation is, to be sure, hardly ever without a war of some sort. At one time she is pitted against France—then Russia is her antagonist—next Birmah or China. Thus, in turn, she has supported Russia and Spain against Turkey, until she annihilated the Turkish navy; then Spain and Russia against France; and lastly, France and Turkey against Russia. There is a subtle policy at the bottom of all this, and no one who studies it rightly can fail to perceive that England has played her cards most ably. At present, her antagonist is Persia. She has disposed of all other adversaries, even cajoling France back into an entente cordiale, by the shadow of the Austro-Turkish alliance. Poor Birmah is nearly all absorbed by British India, and now the foolish Persians are rushing upon their fate.

Many persons connect this Persian war with the difficulty about the Persian arrest of one of the messengers of the English embassy. It had a very different origin. Ever since the Afghan war, which ended in the British abandoning a possession too costly to hold, they have had a treaty with Dost Mahomed, the sovereign of Cabul, to protect and defend him in the possession of his dominions against all opponents. The Dost is, in fact, set up by the British, who, though unable to maintain possession of the country, except at an expenditure of blood and treasure they could ill afford, have made provision for its acquisition in case they should find it necessary. The Persians, with a powerful army, have attacked and carried the city of Herat, the capital of the western province of Afghanistan. This is Dost Mahomed's possession, and as he cannot alone contend against the Persians, he has demanded the British aid secured to him by the treaty. Persia being unfriendly to England, the latter has already responded to this call. But, instead of going to resist the Persian attack on Afghanistan, they have sent a strong armament to the Persian Gulf, to attack Persia, and thus give the Persians so much to do at home that they will be unable to prosecute further the Afghan war.

This is the whole case in brief. The contest has commenced with two measures looking undeniably to British expansion. First, the British troops have seized the islands of Ormuz and Karrack, in the Persian Gulf, and it is stated that they will be retained as securities for the future good behavior of Persia. These islands are important, as giving a strong naval power, like England, full command of the Gulf and coast of Persia. Next, in order to fulfil the treaty stipulation, and protect Dost Mahomed in keeping his throne, the Indian papers inform us that it will be necessary to garrison Cabul with British troops. Any one familiar with British Indian history will know that this is, as a correspondent of the London Times hints, the prelude to the acquisition of the territory, the Dost being permitted still to reign, like other native sovereigns of India, as a mere cover.

Northward, the British Indian Empire has reached the lofty barrier of the Himalaya range. Eastward, it has spread over two-thirds of Birmah. Southward, it has compassed the Straits of Malacca. It is now to take a turn eastward and pass the Indus. Having just made peace with the King of Ava, the British cannot well expand at present any further in his direction. They must therefore go into the Tartar regions of Beloochistan and Afghanistan. The former they set little present value upon, as it is mostly a desert roved by wandering tribes. The Afghanistan is valuable. In the western part of that country stands Herat, a strongly fortified city, the capital of an independent chiefship. If Dost Mahomed has any title to it, it is more nominal than real. In the year 1838 it was assaulted by the Persians, but without effect. They probably had not then the advantage of French and Russian engineers and other officers, to direct the course of the siege as they have had in the late contest. Before the siege of 1838, the city is said to have had 45,000 inhabitants. A ditch, mound and bastioned wall enclose an oblong area a mile in length, entered by five gates, the interior divided by four arched bazaars, which meet in a domed quadrangle in the centre of the city. On the north side is a

strong citadel. Herat has four thousand dwelling houses, twelve hundred shops, seventeen caravanserais, twenty public baths, some fine reservoirs, and numerous mosques. The vicinity is irrigated by numerous canals, and is very productive. It has also extensive manufactures, and has always been a great mart for the trade of Central Asia. For a long period it was the capital of the empire founded by the conqueror Tamerlane.

The whole of Afghanistan formerly belonged to the Persian dominions, and was known as East Persia. As late as the year 1715 they held Herat, but in that year it was captured by the Afghans. In 1731 it was regained by the Persians, who, however, lost it in 1749. From that time they made no effort to take it until 1838, when their attack failed, as we have stated. In 1852 its chief, Mohammed Said Khan, being menaced by the Khan of Candahar, another province of Afghanistan, offered to cede it to the Shah of Persia on certain conditions, but this was resisted and defeated by English diplomacy. The result was the treaty of 1853, by the provisions of which the Persian Shah engaged on no account to send troops to Herat, unless the city should be occupied by a foreign force; pledging himself, even then, not to pass the walls, and also to abstain from all interference whatsoever in the internal affairs of Herat, and to relinquish all pretensions whatever to the allegiance of the people.

Persia has deliberately precipitated herself into this war in violation of the treaty. She has not only assumed the right to nominate the ruler of Herat, but has declared that the city stands on Persian soil, and has besieged and captured it. But it is a question whether she may not be in the right after all; for it appears that in the year 1855 Dost Mahomed Khan, the Chief of Cabul, seized Candahar, encouraged by the treaty he had concluded with England, by which the latter power guaranteed him full possession of his dominions. Having then two of the three provinces of Afghanistan, he advanced against Herat, where, meanwhile, an adventurer named Schiek Yards Jousouf pretended to inherit the rights of the ancient chiefs of Khorassan, had slain the chief Mohammed Said Khan, and made himself ruler. The movements of Dost Mahomed were regarded by Persia as threatening her rights, and she, therefore, sent her army against Herat.

From all this it is pretty clear that Dost Mahomed and the Shah of Persia are but the puppets worked by greater powers. France and Russia are said to be behind the scenes in Persia, and the warlike movements of the Russians on the shores of the Caspian sea seem to give color to the allegation. It is well known that when the first British agents reached Afghanistan, long ago, they found the marks of Russian diplomacy; so that sympathy for either party, as between Afghanistan and Persia, is rather thrown away. These two nations, though Moslem in their religion, belong to rival sects, whose hatred is as intense as can well be imagined. The three provinces of Afghanistan might unite under one ruler, because of their belonging to the same sect. But a union of Herat with Persia would but consign the former to hopeless and desolating civil war. We do not doubt that the end will be that the British will garrison all Cabul and keep it, on the plea of preventing it from falling into the hands of the Persians.

The Russian River Country.

The portion of California known as Russian River Valley, Eel River Valley, and Little Lake Valley, was but little known to our people until within the last two or three years, although the fine agricultural resources of those valleys are said to be unequalled in California. From a Mr. W. D. Robinson, who has just returned from a visit to the valleys, the Trinity Journal derives the following information:

The valleys are being fast settled by permanent residents, and families are continually taking up their abode there, and making all the necessary improvements to secure comfortable homes. The Russian River Valley is the largest and most thickly settled. It is about twenty-five miles in length, and thickly covered with wild timothy, bunch grass and clover. The growth of timber is very abundant, chiefly composed of oak of very superior quality, measuring from fifty to seventy-five feet in the trunks, clear of knots. Pine and redwood also abound throughout the whole country. The range for stock is unparalleled. Two flouring and saw-mills are already in operation. Much vacant land yet remains to be taken up. About two years since gold was discovered on Dry Creek, a tributary of Russian River. But little mining, however, has been done. The Russian River Valley has a good outlet at Petaluma. The distance from Stony Creek in Sacramento Valley to the settlements on the Russian River is about seventy miles.

The Victoria Bridge.

This bridge is to be built for the Grand Trunk Railway in Canada. It will cross the St. Lawrence river at Montreal. It is expected to cost about £800,000 sterling, or \$4,000,000. The Railroad Record, published in Cincinnati, gives the following interesting description of the present progress of the work, made from a recent survey:

All doubts as to the completion of the Victoria Bridge are now removed, and the work of building is now in rapid progress. With the company's engineer and Mr. Hodges, the agent of the contractors, we visited these works the present week, and saw the operations of sinking coffer dams and placing the foundations of the piers. Two piers are already finished, and seven more are in progress—two of them on the south side of the St. Lawrence and seven on the Montreal side. The northern abutment, 242 by 90, is raised above the water level, and the embankment, extending from it to the shore, 1200 feet, is already finished. The bridge will consist of 25 spans or spaces for navigation between the 24 pieces (exclusive of the two abutments) for the support of the tubes. The centre span will be 330 feet wide, and each of the other spans will be 242 feet wide. The width of each of the piers next to the abutments will be 15 feet, and the width of those approaching the two centre piers will be gradually increased, so that these two piers will each be 18 feet wide, or 3 feet more than those next the abutments. Each pier is to be 90 feet long. The stone embankment leading from the south shore of the river to the south abutment will be 600 feet long. The length of the bridge from abutment to abutment, will be 8000 feet, and its total length from river bank to river bank will be 10,284 feet, or 176 feet less than 2 English miles.

The clear distance between the ordinary summer level of the St. Lawrence and the under surface of the centre tube is to be 60 feet, and the height diminishes towards either side, with a grade at the rate of 1 in 130 or 140 feet in the mile, so that the outer or river edge of each abutment is 36 feet above the summer level. The summer depth of the water in the St. Lawrence varies from 14 feet about the centre to 4 feet towards the banks, and the current runs at a rate varying from 7 to 10 miles an hour. The piers already built each contain about 6000 tons of masonry, and scarcely any one block contains less than seven tons weight.

By means of coffer dams an excavation is carried down to the rock bottom underlying the bed of the river, and the foundations bolted to the solid rock, found at depths varying from 14 to 18 feet below the surface of the water in those already in. The placing of these foundations in the midst of a foaming cataract running at the rate of from 7 to 10 miles an hour, 18 feet below its surface, firmly bolting them to the solid rock so as to defy the mountains of ice that have heretofore swept away every opposing obstacle in the "shove" of a winter freshet, is the greatest work that has ever come to our knowledge, compared with which the Thames Tunnel seems an insignificant affair. Two of these piers and the northern abutments have stood the test of two winters, the ice rising to the top of each—the winter level of the river rising 17 feet above that of summer.

The coffer dams, the work and invention of Mr. Hodges, form immense wharves open in the centre, in the middle of the river, on which habitations are erected for the summer residence of the employees on the works. The works are well worth visiting as among the greatest achievements of modern science.

The building of the Victoria Bridge is the greatest work of modern times—one that is destined to affect the business relations of Canada and the Northern States more than any one enterprise of the day. Its completion is fixed for Jan. 1st, 1860.

There is only one thing more powerful than the steam engine, and that one thing is fashion. Fashion rules the women, the women rule the men, and the men rule the world; ergo, fashion is the motive power which governs all sublunary affairs. Fashion makes men ridiculous and women spendthrifts. It takes the human family by the nose and leads them into captivity. Fashion made the American Indian shave his hair all but a single tuft, and caused the Englishman of the fifteenth century to wear boots so sharpened at the toes that you could use them for screw drivers. Fashion builds our churches, furnishes our pews and even controls the rites of sepulchre. There is just as much display of arbitrary fashion in a cemetery as there is in a ball room. What a pity it is that the influence of fashion cannot always be enlisted on the part of sense, prudence and wisdom.

In sixteen counties of California, 146,000 acres of swamp and overflowed lands have been surveyed.

The Pacific Railroad.

The New York Railroad Journal, in noticing at length the minority reports of the committee on the Pacific Railroad, says:

"Prior to all such questions is to be settled whether a road can be built or sustained on any route at a reasonable cost, considering the objects to be effected. This primary question is yet to be disposed of, though it seems thus far to have mainly escaped attention. The problem of a railroad to the Pacific has been generally stated as follows: given the cost per mile of the roads in the States, and multiply this sum by the length of a railroad across the continent, and you obtain the cost of the latter."

"Now as far as the cost and maintenance of a railroad across the continent is concerned, the analogies of other roads can afford very little evidence. All these were built through regions abounding in timber and water; possessing a fertile and cultivated soil, affording abundant supplies of food, with any number of efficient and trained laborers always at command. Now against these conditions there is upon all the routes that have been proposed a deficient supply of wood and water, wide belts of sterile soil, in some cases of many hundred miles in extent, which are utterly incapable of culture, from the absence of rain. Upon every route proposed, the road, as it progresses, must serve as a medium for conveyance not only for nearly all the materials used in construction, but for the subsistence of the workmen upon it. It cannot, as is the case with most of our long lines, be approached laterally. As we before stated, we have no parallel case to serve us as a guide in this. The first point, therefore, to be settled is the practicability of the road. By practicability we mean expediency—that is, the road should be worth, in one way or another, either as a political or a commercial engine, all it is to cost. Unless the affirmative can be made out, we should not attempt its construction."

The Journal has omitted one very essential feature of this road in the southern route, and that is, that the grading of those sterile belts is in reality nothing—there are hundreds of miles on which the company will have only to lay the track. Nature has provided a surface to these sterile lands art need not improve for railroad purposes. This fact is mentioned in the report of Col. A. B. Gray to the Texas Western Railroad Company, and is confirmed by Major Heintzelman and others who have traveled over this region. This great source of expense, therefore, is reduced to a minimum.

Again, the southern route can be approached laterally. The Colorado river, 260 miles from the Pacific ocean, at San Diego affords ample means of lateral approach. Construction parties may therefore begin operations at San Diego on the Pacific and run east; at Fort Yuma on the Colorado and run east and west, and in Texas where the road is already in the hands of efficient and energetic contractors. With ample means the road can be built in five years; and if built in the three sections proposed, each division will pay as it is constructed, because when two hundred miles of railroad are constructed on the eastern and western ends of the road this route will form the shortest and best from the Atlantic States to California.—Cincinnati Railroad Record.

A NEW GUN. The "needle gun," a late invention by Mr. C. D. Schubart, of Connecticut, can be loaded and fired in six seconds, by the watch. The hunter goes into the woods, or the warrior to battle, untrammelled and unburdened with flask, horn, shot, or bullet-bags, caps, percussion or wadding. His cartridges include all, and can be adjusted in a moment, ready for use. It is loaded at the breech, the powder is ignited at the top of the cartridge, consequently consuming all, and generating the full explosive power without waste of powder or gas.

A proof of the great distance a Minie rifle will carry a ball has been given at Mudgeburg. Some soldiers were firing at a target at one thousand paces; laborers were at work seven hundred paces beyond, which was thought to be a safe distance; but one of the poor fellows was mortally wounded by a bullet. A sheep has been accidentally killed in England, with the Enfield rifle, from a distance of twenty-five hundred yards.

The New York Herald says of the women's right movement: This nonsense about downtrodden women is gotten up by a few hundred persons, supposed to be females, but whose sex is not accurately defined by exterior developments.

The New York Evening Post says there are at least two thousand gambling houses in that city, and probably a hundred faro banks.

Synopsis of the New Mexican Treaty.

The following synopsis of the new Treaty concluded with Mexico by Mr. Forsyth, is from the Extraordinary:

Altogether there are five treaties, each one hinging on the other, and the whole completing one negotiation that is intended to relieve Mexico from her financial embarrassments and bring to her coast a commercial fleet, and to her frontiers a host of traders, that must, in a very few years, give an entirely new life and activity to the commerce on the coasts and frontiers of this Republic. In order, we will give the main features of each treaty:

The first provides for the establishment of a commission for the adjudication of all the claims of the citizens of the two Republics, respectively against the government of the other, with the exception of such claims as Mexico is released from by the treaty of Guadalupe Hidalgo.

The question of Mexican reclamations against the United States for Indian depredations on the frontier, under the 11th Article of the Treaty of Guadalupe, being a mooted point between the two Republics, it is to be submitted to the arbitration of the Emperor of the French. If his answer be in favor of Mexico, these claims are to go before the Board of Commissioners.

The Board is to be composed of four Commissioners and two Secretaries, appointed by the two Governments, and shall be empowered to elect a fifth member who shall act as umpire and decide all questions that cannot be adjusted by the other four.

The second is a Treaty of Reciprocity, providing for free trade, in certain articles that are enumerated, on the land and river frontiers of the two Republics—but excluding their coast lines.

This Treaty is based upon the principles of the Reciprocity Treaty between the United States and Great Britain, in reference to the Canadian frontiers.

The third is a Postal Treaty, providing for a weekly line of mail steamers, supported by both Governments, touching at all the ports of the two countries on the Gulf of Mexico, from Mobile to Sisal.

The fourth provides for a general convention, stipulating, among other things, for the revival or reconstruction of the Commercial Treaty of 1831, between the two Republics, which treaty has expired by its own limitation.

The fifth is a Treaty of Loan and anticipation of duties, by which the United States advances to Mexico \$15,000,000, at four per cent. per annum.

Seven of the \$15,000,000 are to be repaid by an arrangement of 13 per cent. of the revenue of the Mexican Custom Houses, until principal and interest are paid.

Three millions of the \$45,000,000 are to remain in the United States Treasury for the payment of American claims to be adjudicated by the mixed commission. If this sum is more than sufficient for this purpose, the balance is to be paid to Mexico. If it should not be sufficient for the purpose of satisfying the claims recognized by the commission, the Mexican Government is to pay the deficit. The sum carries no interest until it is paid out of the United States Treasury, either to Mexico or to the American claimants.

Four millions are to be devoted by the United States to the extinguishment of the British Convention debt of Mexico.

The remaining \$8,000,000 are to be paid in cash to Mexico, and is to be extinguished by an assignment of twenty per cent. of the Mexican revenue derived from commerce of all kinds, except in European cotton fabrics, to and from the United States, in American and Mexican bottoms. This twenty per cent. is to be credited to the exporter or importer, as the case may be, and charged to the United States on account of the \$8,000,000. This arrangement is to continue until the \$8,000,000, with interest, are absorbed.

Bugs are an important item in the trade of Rio Janeiro. Their wings are made into artificial flowers, and some of the most brilliant varieties are worn as ornaments in ladies' hair. One man earns his living by selling insects and other specimens to the strangers who visit the port. He keeps twelve slaves constantly employed in finding bugs, serpents and shells which are most in demand. The nearest approach to his business that we can remember is that of the trade of fireflies in Havana; the insect being caught and carefully fed on the sugar cane, is used as an ornament in ladies' dresses. Being twice the size of an American firefly, it is very brilliant at night. The crooles catch them on the plantations and sell them to the city belles; some of them carrying them in silver cages attached to their bracelets. They make a fine display by lamplight.

It is estimated that in 1860 the representative population throughout the Union will be 31,000,000, which will increase the number of Presidential electors to 298.

