

The Politician.

The British Press.

NEW AND FATAL FAMINE DISEASE.

From the Dublin Freeman.

We place before our readers extracts from two letters from two different and distinct counties in Ireland—the one from the north, and written by a non-professional gentleman, the chairman of a relief committee, to a gentleman of large landed property, and of the highest social and professional distinction in this city; the other letter is from an accomplished physician, eminent for his professional and other attainments, in extensive practice in a southern city, and was written to ourselves.

The writer of the communication from the north, after alluding to the general condition of the country, speaks of the constant occupation of a friend in superintending the daily relief of about 1000 or 1500 persons, most of whom, he adds, must perish; he then thus writes, as if to render intelligible the fearful prediction:—

"I am so well accustomed to this form of distress, that I know it immediately when I see the people: I find that when their feet are swollen—which is the result of want of food they scarcely ever get the better of it. I meet hundreds daily that I know will die, though they are walking about, and don't think of it themselves. . . . Very often, when I am applied to for assistance, and see, from the appearance of the people, that nothing can be of any use—when I say to them, prepare for the other world, for you will not be long here, they appear surprised, as if it were not to be the case; but in a few days I hear of the death of those very persons."

Speaking of the tenantry on the estates of the gentleman to whom he writes, he adds (and why should we not name, even at the risk of appearing to transgress the limits of confidence, the benevolent individual of whom such could be said—Master Litton?) "None of your tenants have been permitted to come to this, though many of them have gotten thin." It will be observed that the southern physician says that one of the characteristics of the famine disease is, that the afflicted do not thin, but bloat and swell.

The following is an extract from the letter of this eminent physician. Allowing for the difference between the minute accuracy of a professional man, and the rough outline of a layman, the descriptions are identical:—

"The fever embraces various types—the simple, the petechial or typhoid, and the purpuric with or without hemorrhage. But with these is wound up a disease more deadly still—it precedes, comes on or follows as a sequel, upon the fever, more frequently it comes alone; painless and mild at first, slow but sure in its mission it is death inevitable. It is not, properly speaking dysentery—with which it seems to be sometimes associated, and without it at all there is a great deal of dysentery.

"The disease is at first a mere laxity of bowels—everything taken runs off; no pain—appetite continues, with urgent thirst, the patient does not thin, he bloats and gets dropsical. His face and feet are anasarous (i. e. dropsical)—his eyes bright and glassy; bright blood is no longer visible in his cheeks, or even in his lips, his colour becomes that of a dirty tallow candle, he loses all energy, though the intellect continues clear. At length he crawls to the hospital, or to his garret, and there dies. Once he becomes bloated and sallow, and he rarely applies till he is so, his doom is sealed. Medicine and nutriment palliate, may for a while suspend, but at last with terrible certainty he dies.

"Of this disease I have seen hundreds of cases, but as yet have met no case of it amongst the wealthy or well fed. It appears peculiar to the class which has been for months imperfectly nourished upon food bad in quality—deficient in quantity. It is a famine disease."

London Daily News, May 26.

NEW BRUNSWICK.—RAILWAYS.

We have now before us the reports presented to the Legislative Council and Assembly of New Brunswick, relating to the project of constructing a railway and a line of electro-magnetic telegraph through the Provinces, from Halifax to Quebec; and we understand that this important document is now being reprinted here by order of the Colonial office.—We can conceive nothing more important at the present day than the development of the fisheries, and the Agricultural and Mineral resources of British North America; and certainly the first step to systematic colonization, to the creation of granaries for England in the rich soil of her nearest colonial possession, is to facilitate inter-communication by roads and railways, the formation of which, moreover, would immediately employ and relieve thousands of our home population. Make railways, and colonies will make themselves. The reports we have referred to embrace very ample and valuable details and statistics as to the trade, agriculture, fisheries, and general progress of the 13 counties of New Brunswick: the imports and exports, and number and tonnage of vessels built in the Province from 1825 to 1845; estimates and other particulars relating to electric telegraphs and wooden railways, and upon the ports and harbors east of Halifax; and a practical treatise on the various uses and properties of the timber trees of the dense forests of New Brunswick. Our readers are aware that the local and imperial governments have afforded very great and extensive privileges to a body of local

capitalists to form the first lick in his great chain of British transatlantic railways; the privileges embrace large tracts and blocks of territory, and a guarantee of five per cent. interest on the further capital to be subscribed in England. It is now more than ten years since an act was passed to incorporate the St. Andrews and Quebec Railway Company. Various circumstances, especially the peaking protracted negotiations to settle the boundary question, led to the suspension of proceedings under this act, but a line was actually surveyed at the expense of the British Government. It is now intended to form eighty miles of this line, viz.: from Saint Andrews to Woodstock to be afterwards continued to the Grand Falls, there to run into the great main trunk line from Halifax to Quebec, in the event of which extension, the United States companies will complete the connexion through Maine, from Boston to Augusta to St. Andrews; thus by the physical leading to the moral and commercial union of the Republic and Great Britain. These railways will all be constructed of Painesville timber rails, with cylindrical bearing wheels, and on the guide-wheel principle and, as all the land, timber, fuel, and materials are granted free, will not cost more than £1,000 per mile. There are 12,000,000 acres of rich and valuable territory, still the property of the crown in the Province of New Brunswick; and this territory abounds in the finest timber, in coal, iron, salt, gypsum, of freestone and slate; while the waters of the Bay of Fundy teem with fish, for which a railway would open up an inexhaustible market in the interior of the Provinces. Perhaps the most important portion of these reports, especially in connexion, with the formation of the line, and the supplying England with cheap timber for railway and other purposes, is that which treats of the vast timber forests of New Brunswick. Between parallels of 43 deg. and 46 deg. north latitude, or the larger portion of New Brunswick, both the resinous or "soft wood" trees, the pine and the spruce, and the leafy or "hard woods," the maple, birch, beech, ash, &c., abound in all directions; above that line the hard wood lands gradually become more rare, and the soft wood land more abundant; while the reverse takes place below the line, as we proceed downwards through the states. In New Brunswick, accordingly, we find three or four species of oak, walnut, maple, alder, cherry, beech, hornbeam, ash, elm, lime, pine, spruce, larch, and cedar; and many of the most valuable descriptions being found in the interior, and at some distance from river navigation, they have never become the subject of commerce with Europe. The cutting down and sawing of this timber into sleepers and scantlings for the English railways, would afford a permanent employment for emigrant labourers during the winter months. In South Carolina, where also there is abundance of timber, rails essentially of timber have been adopted with success, save as respects the perishable nature of the material. It was necessary that all the timber should be periodically renewed, or that permanent embanking and masonry should be supplied. But in the report on this subject addressed to the Lieutenant Governor of New Brunswick by Mr. Wilkinson, of the surveyor-General's department, it is alleged that had any certain means of preventing the decay of the wood been known, such necessity would have been obviated. On the principal to be adopted in these Canadian lines, we observe that both mechanical and chemical appliances are resorted to, to prevent abrasion and decay; and a first successful experiment, accordingly, will pave the way for the general adoption of the plan on the American continent. Eighty miles of a cheap and efficient railway, commencing at the boundary port of St. Andrews, will lead to hundreds and thousands of miles of similar roads.

Editor's Department.

MIRAMICHI:

CHATHAM, TUESDAY, JUNE 29, 1847.

The Subscriber having been compelled to consume a large amount of time, and incur considerable expense, in his too often fruitless endeavours to collect his far-spread Outstanding Debts, hereby notifies all persons to whom he is not indebted, and with whom he has not a running account, that orders for advertising in the Gleaner, and for Printing, in future, must be accompanied with the CASH, otherwise they will not meet with attention.

JAMES A. PIERCE.

NOVASCOTIA.—The Halifax papers report that there were sixty cases of Typhus fever in that city, but there had been but few deaths. The disease was on the decrease.

QUARANTINE NEWS.

The Newbrunswick of Tuesday contains the following paragraphs:—

Brigs Raby, from Sligo with 117 passengers, and Hannah, from Ditto, via Waterford, with 112—twenty one deaths occurred during the passage, and eighteen passengers and four of the crew are ill of fever. Also, Schr. Very Rev. Theobald Matthew.

From late papers we glean the state of affairs at Grosse Isle.

By the last accounts from Grosse Island, it

appears there are 1500 sick on the island and 1000 on shipboard. The steamer Neptune came up yesterday. She reports the arrival of 12 more vessels, making in all 33 vessels detained in Quarantine. It appears that very little diminution has taken place in the mortality. Four of the Roman Catholic Clergymen employed at that station; we regret to say, have been infected with the fever, and a circular has been sent by his grace the Archbishop to those members of the Clergy who have a sufficient knowledge of the English language, to be ready at the first notice, to afford their assistance to the sick. The spiritual wants of the Protestants are likewise indefatigably attended to by the Lord Bishop of Montreal and his clergy.

We learn that typhus exists to an alarming degree in the parish of St Joachim, which is nearly opposite Grosse Isle, on the north shore.

A letter from Grosse Isle, dated the 14th inst. gives a horrid account of the state of things at that place. It says that there were from 1,700 to 1,800 sick on shore, the weather very unfavourable, the number of deaths frightful, and a new fleet of ten or twelve sail just arrived, with perhaps 4000 of these unfortunate creatures on board.

The official return from the Medical Superintendent at Grosse Isle, of admissions and deaths for the week ending the 13th, gives the following statement.

Admissions into Hospital,	1044
Sick afloat,	464
Exclusive of captains, mates and seamen,	32
	—1,640
Deaths in hospital,	156
On board ship,	93
	—249

All the healthy, at that date, had been landed on the east end of the island, and were under tents. One shed for the reception of sick was up and filled on Saturday last, and a second would be finished this week.

The following is a list of the medical Staff at Grosse Isle:—Drs. Jacques, Fenwick, Allen, Larocque, Malhot, Damour, Dickinson, Jamieson, Dease, Pinet and Johnston. Mr. Barter is the apothecary to the hospital.

With pleasure we record the philanthropic services rendered to the sick and the dying by the reverend gentlemen of the different persuasions now on duty at the Quarantine Station. Our highly esteemed, and revered Bishop is in the midst of the misery, and indefatigable—we fear too much so—in administering spiritual aid to this stricken flock. We have been told that at an early hour of the morning he is astir, and his labours are continued until late in the evening. The gentlemen of the Roman Catholic persuasion are also most untiring and assiduous in a similar discharge of christian duty.—Mercury, June 18

The Chronicle of the 21st contains a Letter dated at the Island on the 18th, which announces that 21 passenger ships arrived there the previous day. We give below the report of several of them, which will enable our readers to form some idea of the state of affairs at the quarantine station, and the condition they are in on arrival.

Elizabeth, Thompson, from Liverpool, waiting a steamer to tow her up—all her seamen ill in hospital.

Pursuit, Spence, from Liverpool.—The master, mate and all the men, save one, sick in hospital; was obliged to send hands from shore to remove his sick and dead—the vessel will be cleared of every one to-morrow, but one man and the Pilot.

Lotus, Watson, from Liverpool—has had some of his sick admitted to hospital—the healthy, after being landed at the tents, proceeded yesterday to Montreal; expect to land the rest of his sick in a day or two—he has had 70 deaths—12 since arrival.

Rose McKinlay.—Healthy passengers ashore in the tents—some of his sick to be landed to-morrow; has nearly 100 sick—lost 14 the day of his arrival, and seven the day after—matters are now mending, the healthy are removed—total deaths, nearly 80.

Bark Wilhelmina, Leslie, from Belfast—Cleared to day—landed 4 sick.

Ship W. Pirrie, Agnew, from Belfast, to Messrs. J. A. Pirrie & Co—will clear to-morrow—healthy passengers proceeded by steamer.

Lady Flora, Hastings, from Cork—passengers landed, except the sick, 72, who are still on board—has buried 60.

Ship Sabraon, Wilson, from Liverpool arrived yesterday—is landing his healthy passengers—has about 60 sick, buried 35—has a medical man on board who attends to the sick.

Jessie, Gorman, from Limerick—healthy passengers on shore in the tents, sick, 45, still on board—mate and ten of the crew ill—buried 30 of his passengers.

The same paper gives a list of the sailing of 28 vessels from ports in Britain and Ireland between the 19th May and 4th June with 16,346 passengers, all bound to Quebec.

UNION OF THE CANADIAN METHODIST CHURCHES.—The Toronto Guardian announces the union of the Wesleyan Methodist Church in Canada, with the

Wesleyan Conference in England. The measure was carried in the Conference by a division of eighty-two to eight. Immediately afterwards, the Revd. Dr. Alder was called to the Presidential chair by the unanimous voice of the Conference.

THE SEASON.—The weather for the last month has been of such a character that the most fastidious cannot discover the slightest fault to grumble about. Every thing in the fields and gardens look unusually promising. One of our neighbours shewed us yesterday a patch of timothy and clover which was ready for cutting.

We regret that our advice regarding the state of the drains, &c. has not been acted upon. The time may not be distant when the community may have cause to lament that they did not bestow more attention on the subject.

EUROPEAN NEWS.—In the absence of more important matter, we make a selection of miscellaneous items from our files of British papers received by the Cambria.

INQUEST.—An inquest was held at Oak Point, on Saturday last, before M. Cranney, Esq., Coroner, on view of the body of a female child, apparently about three or four years old, which was found on the shore the previous day. As there is no child missing belonging to the place, the presumption is that she is the child of some passenger on board one of the vessels in the harbour. There was no clothing on the body when picked up. Verdict—found drowned.

PROPOSAL FOR THE SETTLEMENT OF GRAND MANAN.—We are indebted to the last Fredericton Gazette for a copy of a Prospectus for settling the above named island with Scottish Fishermen.

The Island of Grand Manan is situated at the entrance to the bay of Fundy, in North America, and forms part of the British province of New Brunswick. It is just on the boundary between the United States and North America, and is separated from the mainland by a straight eight miles in width.

The south side of the Island of Grand Manan is already inhabited by about 1,700 fishermen, who make a comfortable livelihood, in part by the cultivation of the soil, but principally by fishing. The north side of the Island is woodland, and has hitherto remained unsettled in consequence of the want of a harbour on that side. With the view of promoting the fisheries on the north side of Grand Manan, a grant from the crown has been obtained, and a harbour has been formed called Dark Harbour. This locality has the singular advantage of a salt water lake, which is only separated from the ocean by a sea wall of stones and gravel, a few hundred feet in width. This lake is one mile and a quarter in length, and half a mile in width, with water from five to ten fathoms in depth. The sea wall has been cut through, and a ship channel established between Dark Harbour and the sea. Ships of 500 tons burthen can now enter Dark Harbour with facility, and there be perfectly secure during the greatest gales. The Legislature of New Brunswick recently granted the sum of £200 to build a breakwater, in order to protect the entrance, fully aware of its importance as a harbour of refuge. The legislature has also granted the further sum of £200 towards making a road to the settlements on the south side of the island.

There is not perhaps, on the whole coast of North America, any locality where better fishing can be found than around the Island of Grand Manan, and it can be followed at all seasons of the year. Cod, haddock, pollock and hake, are always abundant; the herrings are larger than those taken on the coast of Scotland; and Makarel in the season are found in immense numbers and of the best quality. From the highlands of Grand Manan, one thousand sail of vessels may frequently be seen actively engaged in the fisheries; still the supply of fish for the colonies and the United States falls far short of the demand which is constantly increasing. During storms, and when bait cannot be obtained elsewhere, it can always be had in abundance in Dark Harbour, which also of itself is full of fish of every description.

The land around Dark Harbour is of good quality, well adapted for settlement and cultivation. The valuable timber trees, such as spruce, birch, larch, and maple, of large size, can be turned to immediate profitable account.

In order to promote the settlement of the land, and establish a body of resident fishermen at this very important fishing station, it is proposed to divide the land into lots of twenty acres each, and to dispose these to fishermen from Scotland. It is farther pro-