

'Well, my little fellow,' said a principal to a young philosopher, 'what are the properties of heat?' 'The chief property of heat is, that it expands bodies, while cold contracts them.' 'Very good, indeed. Can you give a familiar example?' 'Yes, sir. In summer, when it is hot, the day is long; while in winter, when it is cold, it becomes very short.' The examination did not proceed further.

At a recent trial in Wisconsin, says an American paper, the subject of controversy was a demijohn of whiskey, which was ordered to be brought into court. The defendant was tried, and so was the whiskey; in other words, the whiskey was drunk, and so were the jury.

Communications.

ON THE REGIONS OF THE NORTH.

In connexion with the causes now in activity in destroying the Animal and Vegetable Kingdom, or Animal and Inanimate Nature, from all that is well authenticated.

BY WILLIAM SMITH, Shoemaker, Miramichi, New Brunswick TO MOSES H. GRINNELL, MERCHANT, NEW YORK.

On taking a stroll among the fields, I observed that the potatoes now being raised have in different places the appearance which in former years potatoes usually had on being removed from the pits in the months of March and April, viz: having buds proceeding from what is called the rose end, and every symptom of vegetation, as in the spring of the year. It appears, too, that the rotten ones vegetate more than the sound ones.

Humboldt, in his travels in the new continent, gives an account of the gymnoti, or electric eels, which are of a yellowish and livid nature, resembling large aquatic snakes. When the horses commenced fording the stream, and began to swim, these creatures crowded under their bellies, and the struggle between animals of such different organisation afforded a very interesting sight. Several horses sunk under the invisible blows which they received in the organs most essential to life, and benumbed by the force and frequency of the shocks, disappeared beneath the surface. Those that reached the other side, and eluded the shocks of the eels, stumbled at every step, and stretched themselves on the sand, exhausted with fatigue, having their limbs benumbed by the shocks of the gymnoti. In less than five minutes two horses were killed. The eel is about five feet long, presses itself against the belly of the horse, and makes a discharge along the whole extent of its electric organ. I have mentioned this merely to show the power electricity has over the animal as well as the vegetable kingdom, from the iron that is contained in the blood to the heat in the potatoe.

For supporting the animal frame, potatoes cannot be a cheap food. In order to obtain from them the requisite portion of nutritious principle, an enormous quantity must be consumed, and this to the loss of a great deal of the other useful ingredients of the food. The potatoe is a food well adapted to support the heat of the frame, and admirably fitted as an associate of other aliments, when used with meat, trusting to the latter for the formation of vascular tissue, and to the potatoe for fuel to keep up the heat of the body. In such a mixture there is absolute economy. Used by itself the potatoe is one of the most expensive means of supporting the animal frame, but it forms a cheap addition to other nutritious aliments in sustaining animal heat. This is a conclusion that cannot be controverted; and therefore it must be considered what is the best method of furnishing a sufficient quantity of food to prevent scarcity.

I have heard my forefathers say that pease and beans formed a large part of the diet of the people of England and Scotland, at a time when they were more hardy than their successors. It is not very long since the people of France pelted with potatoes the first man who offered to bring them into cultivation in that country. In all cold countries this root is perhaps the most indispensable vegetable that can be cultivated. In many parts of the British Provinces of North America they are used three times in the day, but the disease that has lately attacked them will cause the settlers to have recourse to other articles of food. While it would require only three pounds of beans to furnish one pound of flesh-giving principle, it would require fifty pounds of potatoes, or a hundred pounds of turnips to yield the same amount, at a cost four times as great.

In the year 1846, during the months of May and June, Mount Hecla was in a state of activity; and the earth travelling to the north, and at the same time turning round upon herself from west to east, of course in all those parts which constitute the west of Scotland, the vegetable kingdom would be affected more or less. We have mentioned the lands of the Duke of Portland, where eighteen different kinds of potatoes were all sound on the Saturday, every one of which had been attacked by the Monday evening following, from the same cause.

A beautiful arrangement the great southern ocean is made the highway on which those millions and millions of particles or atoms travel towards the great ocean of immensity, there to constitute a part of the formation of other worlds. Were Mount Hecla, for instance, placed in the most eastern part of England, during its activity, animated na-

ture would suffer very severely from the vast quantity of azote thrown out by internal combustion. Nature is ever wise and provident. She has placed these openings for the emission of what is contained within on a point of a small island, surrounded by the sea, so that the earth at all times during any irruption, would clear herself by her motions, if not obstructed by the bungling rulers of mankind.

[To preserve a proper connection, the above should have appeared in the Gleaner of October 14.]

THE NEWCASTLE TEA PARTY.

To the Editor of the Gleaner,

Sir,—Well trained in the art and mystery of flattery, you deign at times to besprinkle Newcastle with compliments; as though the humble dwellers therein had accomplished, or are about accomplishing, some great thing. Certainly we will not deny—we do not wish to deny, that we can do a thing or two in our own quiet way; that there are amongst us a few persons imbued with the spirit of progress, of reform, of philanthropy—men, and women too, who have a heartfelt desire to promote the cause of education, temperance and good morals—in fine, to do any and every thing tending to make us wiser, happier, or better. Such persons have only to speak the word, and anon the work goes forward, whether it be the erection of a Church, a School, or an Institute.

With respect to the Tea-party given in this town on the 21st, and of which you were pleased to speak so encouragingly and so graciously in advance, you will perhaps expect some account of it. Upon your humble servant, as Recording Scribe for the occasion, is devolved the duty of furnishing you with a brief outline, and of showing you, as Sam Patch used to say, 'that some things can be done as well as others.' And for this matter, our story might be told in a few words. If we were to say simply, that the festival was in every way unexceptionable, and that a net profit of £14 1s. was realized therefrom, our whole duty would seem to be accomplished. Still, it seems decidedly unjust not to be a little more particular—unjust not to say a few words about the ladies—unjust not to speak of the Committee of Ways and Means, men possessing great energy of character and public spirit. If any exception could be taken to the list, it must be in the fact, that a moiety of them were Bachelors—the last persons in the world, in our humble judgment, to make an appeal to the Ladies. No wonder then that they accepted the trust with great fear and trepidation, dreading, as they necessarily must, to meet with a refusal. A refusal! How many stings, and scorpions, and nightmares are done up in that terrible word. Beyond all doubt, the ladies have a great deal to answer for. If all our moping and drelving bachelors may lay their wretchedness and misery at the doors of these celestials, we do not envy them their feelings. If they are guilty, they must answer for it to their consciences and their country.

But, setting matters of love aside, woman shines out a reasonable being; ah, and an active one too. Only point her to some good work to be done, a work it may be, of charity, of religion, of education, and see with what alacrity she bounds, with what constancy she bends to the work. If she has brought death into the world and all our woe, observe with what promptitude she sets to work to repair the damage. At the same time, it should not be forgotten that she is a republican and a democrat. She must be free and independent. Grant her but her liberty and her own way, and scope and verge enough, and what will she not do! what amount of good will she not accomplish? Now, in the case before us, here was a good, a noble work to be done—no love, no 'soft impeachment' in the matter. The Grammar School is incomplete, it must have its furniture and fixtures: the wind must be raised, and to what source could we turn our eyes with such certainty of success, as to the ladies. To them an appeal must be made, and it was made.

It were in vain to disguise the joy and satisfaction that these single gentlemen experienced at the entire success of their mission. Their proposals, instead of being met by a refusal, or a box on the ear, or an old shoe flung at their heads, were answered by that magic word, Yes. The way was now clear—the Rubicon was passed. A Tea-party was to be given, through the gracious condescension of the ladies, who immediately resolved, that as the object was a classical one, so the festival should be conducted on classical principles. Their first step was to set out nine tables, just nine tables, neither more nor less, and at each of these nine tables was to preside a lady, to do the honors, (answering, I suppose, to the nine muses). Now, Sir, was not that a beautiful idea? Who but divine woman could originate such a charming, such a grand, such a classical idea? Here, you see, were to be nine goddesses, presiding over nine tables, and these nine goddesses were to pour out their delicious nectar, and dispense their ambrosial cake to eight score of worshipping, hungry, expectant mortals!

But then came a difficulty. As this is a record of truth, yielding to its dictates, we must say, there was a difficulty. *Hic opus, hic labor est.* The difficulty lay in selecting from the multitude of divinities, the nine goddesses, on whom to confer this supreme honor, and at the same time get rid of the apple of discord; for be it remembered, there are nine times nine of these celestial beings in this Athens.

Newcastle, October 28, 1850.
(Remainder next week.)

CROWN LANDS.

Mr. Pierce,

Sir,—Finding that many of your subscribers are in ignorance of the Acts of Assembly passed in 1849, respecting the mode of payment for Crown Lands, by work on the Roads, I beg to hand you what may be considered the substance of those acts, and to request that you will give it publicity thro' your Journal.

The Act 12 Vic. cap. 19, provides—That where purchasers of Crown Lands may owe on the same any sum not exceeding £12, the Government may order that such purchasers shall be permitted to pay the same by work on the public roads, in the vicinity of, and as near as may be to their respective lots.

That the Government shall appoint a commissioner or commissioners to superintend the labor, &c.; that the settler shall apply to the commissioner, if desirous of paying by labor, who shall keep a record of the names of the applicants, and make a return of his proceedings, the names of those who have worked, &c., and the amounts thus paid by the respective parties, which sum shall be credited to them; and when such sum shall amount to the balance due by the purchaser of Crown Lands, his grant shall issue without any further charge.

The Act to continue in force till 1st April, 1851.

The Act 12 Vic. cap. 4, provides—That the Government, when occasion may require, and with a view to the early disposal of vacant Crown Lands, to persons able and willing to improve the same, to cause portions to be surveyed and laid off, &c., and to sell and dispose of lots so surveyed and laid off by private sale, for such price as may be deemed advisable, and upon such terms of payment, either in money or in opening and making the roads through such lots, or otherwise, as may most readily facilitate the occupation and improvement thereof by orderly and industrious settlers; but no lot to be sold at less than 3s. per acre, or to contain more than 100 acres.

The act came into operation on the 1st of September, 1849, and is not limited in its duration.

I cannot believe that so much good Upland and Intervale would be allowed to remain in a wilderness state, throughout this County, and in the neighborhood of the settlements, but from the difficulty of access on the one hand, and the scarcity of money to pay for the Grants on the other; and therefore I deem it of much importance that the facilities afforded by the above-mentioned Acts of Assembly should be generally known. By taking immediate advantages of these laws, settlers may pay for their lands by opening roads to them. I believe C. J. Peters, Esq., has been appointed a Commissioner on this side of the river, and the Hon. James Davidson on the other.

J. M.

Chatham, November 1, 1850.

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY, NOVEMBER 4, 1850.

EUROPEAN NEWS.

The Royal Mail Steamer Canada arrived at Halifax on the morning of Monday last, after a fine run across the ocean of eight and three-quarter days. Our papers are to the 19th October, from which we take a number of interesting extracts. They will be found under the proper head.

THE HIBERNIA.—Late papers state that this steamship has been purchased by the Spanish Government, who intend employing her as a packet between old Spain and Cuba. The price paid was £35,000.

NEW GOVERNOR GENERAL.—It has been reported that Sir Dennis LaMarchant, now Governor of Newfoundland, is to be the next Governor General of British North America.

THE RAILWAY.—It appears that the Press "on the other side of the water," is beginning to discuss the subject of the rivalry now existing between the Cunard and Collins lines of Mail steamers, and pointing out the necessity there exists for shortening the distance between the old and new world. The agitation of this subject must pave the way for a favorable consideration of the European and North American Railway, which is claiming a large amount of attention from the Colonial and United States Press; and all parties seem sanguine of its ultimate completion.

It appears that the Hon. Joseph Howe, Provincial Secretary of Nova Scotia, has been appointed by the Government of that Province, as a Delegate to proceed to Britain, for the purpose of obtaining a guarantee from the British Government in favor of a loan for the Nova Scotia portion of this great work. If this cannot be obtained, he is authorised to negotiate for a loan independent of the Government. This is the proper mode of pro-

ceeding. A more persevering and able advocate could not have been selected, and we wish him success in his mission.

The following extracts are clipped from late British papers:—

"A race," says the London Daily News, "is now coming off, in which England has a stake of terrible magnitude. We allude to that race of an indefinite number of heats now running on the Atlantic by Cunard and Collins's ocean steamers. The stake is neither more nor less than the ascendancy on the seas. After weighing some conflicting evidence as to the side on which the superiority as yet lies, the News says—'On the whole we are disposed to admit that the Pacific, not the Asia made the quickest passage yet made between Liverpool and New York.'"

"Our contemporary proceeds:—'Even on the assumption that the victory is still doubtful, the result cannot be very gratifying to our national pride. Cunard's Company have had ten years' practice; the first experiment in Atlantic Steam Navigation on the part of the Americans, was made last year by the New York and Bremen steamers. The Pacific and Atlantic are the first steamers launched by Collins's company. Yet one of these trial ships, if it has not beaten, has equalled the matured production of Cunard's company.'"

"Cunard's Company commenced with vessels of 1,100 tons, and engines of 350 horse power. They have step by step reached 2,300 and 900 horse power. But the size and power are the only things changed. The model has remained the same; the Asia of 2,300 tons is an enlarged edition of the Britannia of 1,100 tons, and goes bowling down the Mersey, carrying a sea before her enough to swamp a Revenue cruiser.

"The American steamers are of a larger tonnage and less power than the Asia and Africa, but of exquisite model. They are 'ten years ahead' of the Asia, and Africa, as far as the hulls are concerned, and as far behind in the engines. They slip down the Mersey with scarce a ripple at the bow, dividing the water like a Gravesend steamer. In accommodation, ventilation and general arrangement, the American vessels are far superior to anything that has been before seen in this country."

"It will doubtless be said that we attach too much importance to the success of our transatlantic cousins. We shall be told that 'one swallow does not make summer; one extraordinary passage is not a fair criterion.' We are advised to wait for a twelvemonth before we give an opinion. In spite, however, of these and other wise saws that may be poured out, we confess that to us the voyages of the Atlantic and Pacific look like 'hand-writing on the wall,' to our rulers, which it behooves them to lay to heart."

"We do not hesitate to say that the beating of the Cunard line of steamships by the Collins line is the most significant international event of the day. Nor is it to be congealed that to Irishmen its significance is greater than to any other people in the world. We have hitherto been shut up in an ocean prison, no people but one have power to walk the water that immured us. Henceforth it may be hoped that we will partake more largely in all the movements of our race. In peace and in war the world will have more access to us, and we to the world, since the keys of the imprisoning seas are about to be transferred to other and more friendly hands."

"Irish Packet Station.—The point of departure for the Irish lines is not yet fixed; but surveys of the coast have been made, and it only waits, it is said, for the report of the commission appointed to enquire into the most eligible port for a great transatlantic station to be commenced. At present there are two rival routes in the field—each with its own body of supporters. One begins at Holyhead and crossing the channel to Kingstown, proceeds through Dublin by the Great Southern and Western Railway to Cork and Galway. If Galway be elected as the packet station, of course this will be the route adopted. The other proposed line would cross from St. David's Head to the nearest point on the opposite coast, and then run along the road to Wexford, Waterford, and by the extreme Western points of Ireland, Crookhaven, the last points now touched by vessels outward bound for the Atlantic. Whichever line be adopted, the advantages to commerce and to Government in Ireland will be great. Between Crookhaven and Halifax the distance is 2,155 miles, and the steamers pass in six days from point to point. A network of telegraph already connects Halifax with the settlements on the lake frontier, and with all the chief cities of the American Union; so that political and all other information would be transmitted from one continent to the other in less than six days, instead of, as at present, in twelve. Sanguine speculators profess to believe in the possibility of a wire under the Atlantic—a feat to which science may reasonably look; but it is not probable that a company will be found to effect the expensive junction until the shorter marine lines shall have been for some time in practical and successful working order.—Athenaeum."

"The controversy as to the most eligible port in the south or west of Ireland for a packet station, waxes high and warm between the journals published in the several competing localities. We are particularly struck with an article in the Galway Vindicator, of the 12th instant, in which the claims of that port to the selection are no less temperately than argumentatively enforced. The subject