

Communications.

THE NORTH.

To the Editor of the Gleaner,

Sir,—With your permission I will now proceed to combat some more of the arguments used against the introduction of a Railroad. There is another class who go round blowing about taxes and saying a railway won't pay, thinking thereby to frighten people. They either do not understand the meaning of the word, or fancy others do not. Why, properly speaking, every thing a person does is a tax. It is a tax for a man to support himself and his family, to work at his trade for his living, and a tax for some to move about at all, so that as far as that goes we are all taxed already. Do these profound calculators mean to say that it would be an injury to bring money into the country at 3½ per cent.—that it is not worth the interest? Will merchants and traders tell you it is not worth that? Will farmers, mechanics or laborers tell you it is not worth it? And as I said before, give those wise heads the full length of the rope, and say the railway will not pay one shilling after it is made, for twenty years to come, over and above its working expenses, do they still mean to assert it would be unwise for us to take the money, to be laid out in the improvement of the country. Ask the merchant if he would agree to pay 10 or 20 shillings a year additional rent for his shop, if you insured him a good run of customers and cash payments for five, or six years, at the end of which, if economical, he might retire upon a snug little fortune. Ask the mechanic, of whatever calling, what he would give to get a market and cash payment for all he could make or do for a like time? Ask the farmer how many bushels of grain he would give a year, or how much ground rent he would settle on his farm, to be paid annually by his executors, administrators and assigns, if you insured him a ready market for any and every thing he could raise? that you would bring Halifax in Nova Scotia as near to the farmer in Miramichi as it is now to the farmer within 20 or 30 miles of it? that you would raise his farm to twice or three times its present value? that all crown lands would be taken up, and if a farm was offered for sale it would be sought after by dozens? that the cow that now would scarcely command £3, or £4 at farthest, might then bring £13 or £14, and all other stock in like proportion, from the fact that emigrants do not bring stock with them, as they find it difficult enough to get themselves shipped across the ocean, and the price of cows in Britain is often more than the sum mentioned. In a word, that if you would promise him a ready market for every thing he had, from the chicken to the stall-fed ox, with towns and villages springing up at his door, and see how many pounds he would settle upon his farm? Ask the laborer how many days work he would give, if he was promised employment the rest of the year at good wages, and paid in cash, giving him a chance to make himself comfortable in a few years? And last of all, ask those editors who are "sowing the wind and reaping the storm," picking the bite out of their own mouths by the strange arguments they use, preaching up "taxes," "juggernauts," "it won't pay," and all such nonsense, showing to the world they have heads, and so has a pair of lungs, and about as much in one as the other. Yes, ask them if they would give a copy of their paper, which they value so highly, if they were insured five times the number of subscribers, and paid without trouble, instead of having to beg and advertise for subscribers, and then brag of having got a few dozen. They might then send for a steam press with propriety. But there is one argument which those worthies have got a hold of, and they think it is a clencher to silence every thing—that is, "that it won't pay," and this is backed by the opinion of Earl Grey. Now I know it is a common practice with those who have not perchance a second idea to bless themselves with, to quote the opinions of great men, without stopping to enquire whether there is reason or sense in them. With all deference for my Lord Grey's opinion of things he knows about, I ask, what does he or any of the noble lords about him know of the capabilities of our country, or what resources or trade it is capable of producing? It is not long since he or any of his colleagues knew the difference between the interests of one Province and those of another. If they brought a bill into Parliament affecting the North American Colonies, it must be headed *Canada*. And was it not that the Governors of those Provinces joggled their memories once in a while, they would soon forget that there were such places at all. When the Hon. Samuel Cunard was examined before the House of Lords touching the railway, one nobleman asked him if he did not think "the bears would be dangerous things to railways." Another "if he did not think corduroy bridges would be a benefit to railways?" And Major Robinson, in his able and excellent report, described the flies to be a serious drawback to the improvement of our country; yet we find no one killed by them, and as the country is cleared, they clear too. I wonder very much why some of the southern editors did not quote that as an obstacle to the railway coming by the North. They must have known it was about the North he was speaking, which otherwise pleased him well: he could all but live in it himself. I wonder they missed those arguments; and I ask them what does Earl Grey know of the local affairs of our country, or whether a Railway in it would pay or not. Just about as much as some of

our neighbors of the south know how many codfish pass Point Miscou in a year. Yes, take the greatest lord in Britain, and let him stand by and see the first tree cut on a new farm; let him be told that every tree had to be cut down in a similar manner, and after having burnt what would burn, that it would have to be rolled together in piles and then burnt again.—Tell him that he would have to put the seed into the ground with a hoe, and have to wait six or seven years before he could take the stumps out and plough it. Yes, let him be shewn the proceedings necessary to clear a farm, and I think the wisest lord among them would be apt to walk away and say it would not pay. Thus, then, I look upon Earl Grey's opinion in this case as worth nothing. Can it be possible that Provinces that, in point of surface, far exceed many of the States of Europe and equal the size of the British Islands, with capabilities to equal any, and resources far to surpass them in many ways, and soil in its natural state to compete with any in the world, can it be possible, I say, that a Railway through those Provinces will not pay, because there is not sufficient people in them to cause a traffic. Do they suppose that people will not flock to our shores the moment they find there is a chance for them to make a living? There is another class who say this great undertaking should be in the hands of a company. Now, I look not upon those as fools, but as downright knaves—barefaced hypocrites—directly interested, or allowing themselves to be made tools of to serve selfish purposes.

I fear, sir, I have already trespassed too far on your columns; and I hope you will allow me at some future time to notice more of the arguments afloat among those patriots.

I remain, Sir, yours truly,

A COLONIST.

Restigouche, 17th September, 1851.

THE LATE STORM.

From the Pictou Eastern Chronicle.

Further particulars of the disasters by the late gale have come to hand, and although we have not yet heard the full extent of the damage done, enough has been heard to warrant the conclusion that the destruction of life and property is even greater than was reported last week. We gather the following particulars from the Charlottetown papers of the 7th and 8th instant.

Extract of a letter from Rustico, dated October 7:

"There is a schooner on shore on Robison's Island, called the *Skippack*, of Liverpool, N. S.; she is loaded with mackerel and waterlogged. I have taken out 30 barrels mackerel besides salt and empty barrels; but the worst comes last—we took four bodies out of her on Monday, and on Tuesday six more, which I think is her full crew."

American schooners *Commerce*, of Harwich, Mass., John Allen, master, ashore at Tignish, near the north cape; crew saved. *Bloomfield*, of Boston, Joseph McDonald, master, ashore at Tignish; crew saved.

The *Jenny Lind*, from Nova Scotia, crew saved.

The *Rival*, of Truro, Massachusetts, crew saved.

The *W. R. Burnham*, U. S., crew saved.

The *Golden Rule*, of Gloucester, crew saved.

The *Mary Scotchburn*, of Newburyport, crew saved.

Captain McDonald, of the schr *Bloomfield*, informs us that a brigantine was lost on the north cape of this Island, that all hands perished, and that she had gone to pieces. He states she was a British built vessel, 70 feet long on deck, 22 feet beam, cedar timbers and soft wood plank and beams; supposed to be Canada built, and apparently four years old.

It is currently reported that some 60 or 70 bodies have been interred on Hog Island during the past week.

A vessel came on shore at Brackley Point on the 6th instant; 10 dead bodies were found on board, and were interred on Wednesday.

The wreck of a vessel grounded to the westward of Covehead harbor, and immediately went to pieces. It is supposed all on board perished.

Daniel Hodgson, Esq., Coroner of Queen's county, left town early on Monday morning for Cavendish, to enquire into the death of 12 persons who had been washed ashore at that place. A number of bodies have come ashore at Covehead, Tracadie, Rustico, and other places.

It is calculated that over 100 bodies have been washed ashore.

From 3 to 400 sail succeeded in getting safely into harbor.

The schr *Mary Leonore*, Deagan, master, belonging to this Island, went ashore one mile to the east of St. Peter's harbor, crew saved.

The schr *Ornament*, of Halifax, Hopkins, master, is stranded on the sand beach between New London and Cavendish, crew saved.

The schr *Union*, of St. Andrews, N. B., Luther Matthews, master, is stranded near Mr John Shaw's, Brackley Point, crew saved.

A British fishing schooner is ashore on Robison's Island, Rustico. Four dead bodies were taken out of her cabin on Monday, and yesterday a body of men cut a hole in the deck over the forecabin, and took out six more.

AMERICAN FISHING SCHOONERS.

The schr *Oscar Coles*, of Boston, is on shore near New London harbor, crew saved.

Schr *Duroc*, of Amesbury, Mass., William Johnston, master, drove ashore from her anchors, in Tracadie harbor, crew saved.

Schr *Henry Knox*, of Cohasset, Mass., Perio Turner, master, ashore about four miles to the eastward of Tracadie harbor, crew saved.

Schr *Charles Augusta*, of Cohasset, Mass., Edwards, master, on shore at Saint Peter's Harbor, crew saved.

Schr *Lyon*, of Castine, Maine, master, mate and six hands lost; five landed at Cavendish.

Schr *Naiad Queen*, of Cohasset, Mass., Hunt, master, drove ashore at Tracadie harbor, crew saved.

Schr *Golden Grove*, of Kennebec, Maine, Thurlow, master, driven on shore at Tracadie harbor, crew saved.

Schr *Nettle*, of Truro, Mass., Hopkins, master, wrecked on the north side of the Island, crew saved.

Schr *Mary Moulton*, belonging to Castine; all hands lost—nothing found but a box containing Register case, &c.

Schr *Forest*, Page, master, of Newburyport, cast away at Saint Peter's, crew saved.

Schr *Triumph* of Cape Elizabeth, Maine, Hanniford, master, drove on shore about two miles west of St. Peter's harbor, on Sunday, crew saved.

The schooner *Caledonia*, Joseph York, master, of Portland, United States, lies near Mr J. Shaw's, Brackley Point. She was cast away on Sunday at eleven o'clock. Having lost her masts and rigging, she was left to the mercy of the waves. Crew saved by the assistance of the people on shore.

Schr *James*, Currie, master, of Newburyport, is cast away near McNally's mills, Egmont Bay. Crew saved.

Schooner *Mount Hope*, of Hingham, near Boston, is stranded at Cavendish. Crew saved.

Schooner *Harriet Newell*, Burgess, master, of Harwich, Mass., cast away at Tracadie, 2 hands lost.

Schr *Alms*, of Newburyport, John Aylwood, master, came into this port yesterday, in distress.

Schr *Banner*, of Hingham, Mass., Marshall, master, split her foresail, arrived here yesterday.

Schr *Constitution*, of Gloucester, Mass., towed into this harbor the American schooner *E. Haskell*, which vessel was found dismasted between the north and west capes of this Island.

Schr *Flirt*, of Gloucester, fourteen men—all lost.

Schr *Telegraph*, of Boston, eighteen men—all lost.

The wreck of a vessel grounded to the westward of Covehead harbor, and immediately went to pieces, and it is conjectured all on board must have perished.

Two vessels are sunk near Stanhope, the names are not known; crews supposed to be all lost.

Seventeen bodies were buried in Cavendish yesterday.

An American vessel is ashore at Brackley Point—shattered to pieces—all the crew lost.

Schooner *Franklin Dexter*, James M. Wixon, Master, of Dennis, Massachusetts. She had a crew of ten men, who were all lost. Four were picked off her sides naked. Ashore at Rustico.

LIFTING THE BUOYS.

TENDERS will be received at the Store of Mr Charles L. Hawbolt, in Chatham, until 12 o'clock, noon, on SATURDAY, the 15th November next, for

LIFTING THE BUOYS

In the Bay and River of Miramichi, and conveying them to such place as the Commissioner may direct.

C. L. HAWBOLT, Commissioner.
Chatham, October 11, 1851.

NOTICE.

All persons having any just claims against the Estate of JOHN LYNCH, late of the Parish of Newcaste, Farmer, deceased, are required to render the same, duly attested, to the subscriber, within three months; and all persons indebted to the said Estate are requested to make immediate payment to

ALEX. GOODFELLOW,

Administrator.

Newcastle, 11th October, 1851.

Notice.

All persons having any Accounts against the COUNTY, or any of the Parishes within the same, for the current year, are hereby required to hand in the same, with proper Vouchers, to the Subscriber, on or before the Sixteenth day of December next, in order that they may be examined, and reported on at the next January Term, and laid before the Grand Jury.

By Order of the General Sessions.

ALLAN A. DAVIDSON,

Auditor.

Newcastle, October 3, 1851.

FISHERY.

FOR SALE.

A SCHOONER of about 25 tons, will carry 120 barrels, built of Hackmatack, copper-fastened, and in good trim for sea. Apply to

ANDREW McCULLAM.

Nelson, September 20, 1851.

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY, OCTOBER 20, 1851.

"MODERATION A NECESSITY."—Our contemporary of the Quebec Chronicle, has an article under this head, from which we extract the following paragraphs. His remarks are well worthy the serious attention of Reformers and Conservatives. Will our subscribers of both parties, "Read mark, and inwardly digest" their contents, and draw from them a useful lesson:—

* * "A real reformer is a Talma, one ever constructing and re-constructing, tearing down to-day, building up to-morrow—not conservative of anything, but ready to tinker a constitution, to break down the barrier which separate the rich from the poor, fully believing that better constitutions and nicer distinctions will be the result of every change. Reformers are the political tailors and milliners who are continually changing the fashion of a constitution and dressing up a new one. If one dress is torn off, another is as quickly put on. Tories, on the other hand, are those who retain to the very last moments an almost superstitious veneration for the fashions of their forefathers' persons, who, while all the world besides are cutting their cloth according to the spirit of the age, indulge in powdered wigs and ruffles, and plush trousers and long vests, and buckled shoes. With them no circumstances make any alterations in the fashion justifiable—young men and old men must dress alike—youth states and old states have all their paraphernalia which time has consecrated in their eyes.

It is this feeling—for it is nothing else—which especially unsuits torism for a new country. It will not yield its prejudices a jot. No matter what may be the requirements of young states it will not admit that that which is really dignified in, and necessary for old countries is wholly unsuited for new ones. Hence, is it, that the rising generation, who have none of these prejudices are so clamorous for reform, and generally so successful in obtaining it. The system of government necessary for an old country is as inadequate for a young one as the dress of an old and wealthy gentleman is unbecoming and unsuited for a young man pushing his way in the world. A costume proper for one climate is absurd in another, and so the state and circumstance of monarchy is unfitted for a colony. It is this feeling, indeed, which makes us clamorous for a re-trenchment in governmental expenditure. And it is this feeling which at present actuates the 'Clear Grits' and induces them to adopt a revolutionary platform. Extreme, too, as many of their wishes are, it is far from improbable that none of their wishes will be gratified. So pushing and energetic are they as a class that the probability rather is that they will gain their ends.

Land tenures, and indeed every ancient privilege is likely to be swept away, and no doubt will be—when, we need not say—it is a mere matter of time. Next parliament will, no doubt, be a reform parliament, to a still greater extent than any previous one, and each succeeding parliament will be more liberal than its predecessor for many long years to come. Before an attempt is made at re-construction, the political edifice now existing must be entirely demolished. Independence will indeed come, and a new state be formed before anything like a conservative spirit can be cherished. To this end we are approaching and to this complexion will it come at last—the only aim any sensible conservative should now have is to prevent its coming prematurely—so violently as to lead to an immediate and dangerous reaction. The abolition of the seigniorial tenure must come to pass, but it must not be suffered to happen suddenly. The country must be prepared for it, and so must it be for all other similar encroachments upon vested rights.

We labor with this view. Many of the changes desired by the reformers are needed, but they are not instantly needed. In fact, were they easily obtained, the value of them would not be properly appreciated. As money must be labored for to be rightly valued, so must reforms to be rightly estimated, and preserved when got. Let the reformers, then, do the best they can, and let us do our best to throw difficulties in the way of their obtaining the objects of their hearts. Too strong a minority is as bad as one too weak, and for the sake of the country the conservatives should bestir themselves to prevent radicals from having it all their own way, however certain it may be that in the end they will succeed. This is all that "tories" can do, now, to prevent their being looked upon not with pity but contempt."

RICHMOND, 6th October, 1851.

Mr Editor.—Sir, allow me to ask, the authorities of this place, why four human beings, who were fished out of the cabin of the American schooner *Traveller*, towed in here after the late gale, were buried in the manner they were. I tell them it was a disgrace to any Christian country, and makes humanity shudder. Instead of being decently interred, they were allowed to remain on the deck of the schooner, all day, like dogs, and buried for the sake of the community. I, as one, cry shame on our Magistrates.

HUMANITY.