

THE GLEANER.

Arriving at Pond's Bay, and finding from the Esquimaux that no whalers have as yet been there, I should there await their appearance as long as my provisions would admit, and then go down the west shore of Baffin's Bay, keeping close along the land floe, where whalers or their boats are almost certain to be met with. Failing this, I should cross to Disco, with the hope of getting a passage in some of the Danish vessels which come there annually, and leave about the beginning of Sept.; or, being too late for them, either charter or purchase one of their coasting schooners, which I believe are made among the settlements, if she was capable of standing an Atlantic voyage. Could neither of these be accomplished, we must of necessity remain until the following season at that settlement. Should any of her Majesty's ships be sent for our relief, and we should have quitted Port Leopold, a notice containing information of our route, will be left at the door of the house on Whaler's Point, or on some conspicuous position; if, however, on the contrary, no intimation should be found of our having been there, it may be at once surmised that some fatal catastrophe has happened, either from being carried into the Polar Sea or smashed in Barrow Straits, and no survivors left. If such should be the case, which, however, I will not anticipate, it will then be quite unnecessary to penetrate further to the westward for our relief, as by the period that any vessel could reach that port we must, from want of provisions, have all perished; in such a case I would submit that the officer may be directed to return, and by no means incur the danger of losing other lives in quest of those who will then be no more. As, however, it may occur (as was the case with Sir John Ross) that the ice may not break up in Prince Regent's Inlet during the summer, it is as well to provide against such a contingency. If such should happen, it would be necessary to winter at Port Leopold, unless apprised of the locality of any ship that might be sent for our relief, which I think might be accomplished without any very great difficulty; as, although such vessel may not be enabled to get far up the straits, yet, as Admiralty Inlet would be pretty certain of being clear of ice, she might proceed thither and in some secure bay freeze in, and, when the straits were firmly frozen over about the middle of October, a small travelling party could be despatched with the intelligence; the whole would then proceed to her, and, although rather late in the season, men working for their lives are not likely to be discouraged by a little cold.

The following letter from Commander McClure, of H. M. S. Investigator, the discoverer of the north-west passage, has been published in a Wexford Paper, and will be read with interest. Commander McClure is a Wexford man, and the letter is addressed to his Uncle, the Rev. R. W. Elgee:—

"H. M. ship Resolute, Dealy Island, Barrow's Straits, April, 1853.

"My dear Uncle,—Your kind and most unexpected letter reached me through a travelling party dispatched by my excellent friend Captain Kellett, at a position on the opposite side of these straits, where we had been frozen in since 1851. The surprise caused by the appearance of strangers, where none were imagined to be within a couple of thousand miles, was more than I can describe, and what can only faintly be imagined by any who have not been similarly situated, particularly where it was ascertained that two vessels and large supplies were close at hand. The spirits of my crew seemed to revive, and from despondency to joy was but the work of a moment—the sick forgot their maladies, and jumping from their hammocks, were carried in the stream of human creatures up the solitary hatchway which the severity of the weather allowed of being kept open, rushed on deck to be assured that the strange apparition was actually living flesh and blood, and not denizens of the nether world—for certainly their faces were black as Erebus, from cooking in their tents.—When all was discovered to be real, and not a dream, my poor fellows, equally with myself, could not find words to express our thoughts; the heart was too full, it was a call from the grave. Never, I trust, may the feelings of gratitude to the Almighty Disposer of events which then swelled in my bosom pass away. Many and great have been the mercies we have experienced in our long, tedious, and terrible navigation of that fearful polar sea, which has for four hundred years baffled the navies of maritime Europe, and through which the directing finger alone of Providence has safely guided us. All human agency was powerless, indeed, to advance us one yard in its accomplishment amidst the stupendous barriers of ice which never leave its frozen surface.

"You will, I am certain, be very happy to learn that the North West Passage has been discovered by the Investigator, which event was decided on the 26th October, 1850, by a sledge party over the ice, from the position the ship was frozen in—but as in all probability my despatch will be published, I do not think it necessary to trouble you with further details; sufficient to say we have been most highly favoured, both as regards the health of all, having only lost one man who accidentally poisoned himself about a fortnight since, as well as being able to extend our search in quest of Sir John Franklin over a very large extent of coast, which was not hitherto known, and found inhabited by a numerous tribe of Esquimaux, who had never ere our arrival seen the face of the white man, and were really the most simple, interesting people I ever met—living entirely by the chase, and having no weapons except those used for that object. The fiercer passions of our

nature appeared unknown—they gave me a pleasing idea of man fresh from his Maker's hand, and uncontaminated by intercourse with our boasted civilisation. All those who traded with the—Company we found the greatest reprobates. On the 7th of this month I left the Investigator, and arrived on board here on the 19th, and was received by Captain Kellett with such a welcome as none but a generous Irish heart could give; indeed, the kindness we have received from all amply repays the toil, difficulties, dangers, and privations which for three years we have endured. If the country and Admiralty only view our services with but a small portion of the interest with which those we have met evince there will be little left to complain of. * * *

Every exertion is now being made to follow up the traces of poor Sir J. Franklin, and if nothing is met with by the numerous parties that are now traversing the shores of this inhospitable and inclement country, nought will ever be heard to throw a light upon his mysterious fate, and search will have arrived at its utmost limits. I know nothing of the Enterprise and can only regret her leaving us. * * *

MR. BRIGHT ON THE EASTERN QUESTION.

Mr Bright, M. P., has addressed the following letter in reply to a circular inviting him to attend a preliminary meeting to be held in Manchester to consider the propriety of holding a public meeting, to denounce the conduct of Russia, and to encourage the British Government to protect the interests and preserve the integrity of Turkey.

Rochdale, October 10 1853.

DEAR SIR,—I have your circular calling a meeting on the Eastern question.

I can conceive nothing more unwise than to endeavour to excite public opinion to drive the Government into a war with Russia in defence of Turkey. If such a war should be undertaken, I believe our children and posterity will judge us precisely as we now judge those who involved this country in war with the American colonies and with France—with this difference only, that we shall be held to be so much more guilty, in as much as, having had the blunders and crimes of our forefathers to warn us, and to guide us, we shall have wilfully shut our eyes to the lesson which their unfortunate policy had left us. Manchester and the two millions of people in its district will, I hope and believe, regard those men as their worst enemies who by an act at this moment shall weaken the effort of Lord Aberdeen to preserve the peace of Europe. If men would let their reason guide them rather than their feelings, I am sure the pressure of public opinion would be for peace, and not for war. War will not save Turkey, if peace cannot save her; but war will brutalise our people, increase our taxes, destroy our industry, and postpone the promised Parliamentary reform it may be for many years.

I cannot attend your meeting but I send you some of my views on the Eastern question.—I am very respectfully,
JOHN BRIGHT.

TRADE.—"Rumours of war" have been daily prevalent during the past week, and have all tended, more or less, to unsettle and embarrass commercial affairs, as the greatest anxiety exists to see this vexed and seemingly interminable question disposed of by any means. In the general money market there has been no change of importance, save the resolution of the Chancellor of the Exchequer, published on Saturday, to advance the rate of interest on Exchequer Bills to 2d per £100 per day instead of 1d, so current previously. This step has had the effect of at once raising the bills from a large discount to a considerable premium. The Chancellor of the Exchequer has been charged by several parties with financial blundering, in reducing the interest to 1d per day in February last; but it is pretty generally admitted that his object was to obtain money for the public at 1d per day, or 1d, if possible, and to be ready to pay 2d or 3d, or any higher amount, when such a step should be deemed requisite. The Revenue Quarterly Returns, published this week, exhibit a large increase, notwithstanding the extensive abolition of duties and reductions of taxation which have recently taken place. The increase for the year extend to all sources of ordinary revenue, except the items under the head "Miscellaneous;" these have decreased to the extent of £110,033, while the other sources have increased £1,669,897 during the twelve months. For the quarter the only articles of revenue which exhibit a decrease are the Post-office and Taxes. A falling off in the Assessed Taxes was certainly anticipated, as they rarely even under the most prosperous influences, inasmuch as they are levied on articles not liable to rapid fluctuations of use and demand. Altogether these returns present a very gratifying aspect of the financial affairs of this country, and it is quite clear that there is room for more extensive reductions, although the exact time to bring them into effect must depend upon other considerations than the buoyancy of the revenue. It has been freely stated that the tide of prosperity has taken an adverse turn; but that event having happened only a few days before the completion of the quarter did not appear on the face of the returns, and that those for January, 1854, will likely bear a more unfavorable appearance, of this, however, it is unnecessary to speculate at present; but no doubt can exist, even should circumstances arise which for some may be calculated to act prejudicially upon the commerce of this country, enough will still remain, after all deductions are made, to report the year 1853 as one of the most favorable we have witnessed for a long period. The returns

for the bank of England for the week are rather more favorable, and the money market is easier, discounts being freely made at about 5 per cent.

An interesting return, issued by the Board of Trade, gives the exact quantities of Wheat and other Grain imported from each country during the year 1852. These statistics are the more valuable at the present period, when we are on the eve of a rupture with Russia, showing as they do very clearly the serious losses which that country would entail upon herself by plunging Europe into a war. These returns show that Russia figures for the highest amount—the total of Grain of all kinds taken by this country from the ports on the Baltic and on the Black Sea being 1,301,654 qrs, of which 733,571 were Wheat. Should her harbours be blockaded, she would not only lose these (which we can obtain elsewhere,) but her Tallow, Flax, and Hemp trades would also dwindle away, while this country would be a comparatively trifling loser, as the extent to which we are indebted for her customs for the year 1852 was limited to about £1,000,000, being the declared value of all the goods she took from us in return for the very large consumption of her productions on our part, while the little republic of Chili annually takes a much larger amount of our manufactures. The importations of Flour during the year 1852 amount to 3,866,719 cwt, of Wheat 3,581,461 qrs, Barley 625,540 qrs, Rye 9967 qrs, Oats 989,287 qrs, Peas and Beans 477,306 qrs, Indian Corn 1,471,277 qrs, and Buck Wheat 8084 qrs. The Corn trade during the week has not presented any material change. Although the advices upon the Eastern difficulty continue very warlike, the markets keep quiet, the raising of the rates of discount acting as a salutary check upon speculation. Our market exhibited a rather depressed tone on Tuesday, which, however, was more than recovered to-day. The other Corn markets are generally reported very quiet, and prices at Mark-lane to-day are reported as having a downward tendency. In the manufacturing districts the dull feeling reported last week continues; the unsatisfactory relations existing between the employers and operatives continuing.—It seems certain that the mills at Preston will cease work to-morrow, and at Burnley on the 28th instant. It is also expected that the same measure will be adopted at Bacup. After the cessation the employers in each place will agree upon a revised list of wages, and then open their establishments to those who will accept such list. The rise in the price of coals in the metropolis, to the extent of about 50 per cent, has caused much uneasiness. Strong opinions continue to be expressed regarding the urgent necessity for a decisive step on the part of the Government to throw open the coasting trade, so as to facilitate the supply throughout the kingdom.

LATEST FROM THE CONTINENT.

France.—The Emperor and Empress of France arrived at Compeigne on Wednesday afternoon. They were received at the station by the Prefect of the Oise and the Mayor of Compeigne. The reception was most enthusiastic. A grand stag hunt was to take place on the 14th inst.

The captain of an English fishing boat, James Thorpe, has been presented with a silver medal by the Emperor, for having rendered his assistance to some French vessels in distress.

The statement that France is preparing for the dispatch of troops to the East is repeated.

The Emperor of the French is reported to have said to a minister of the diplomatic corps, on Wednesday, "I leave Paris for the present, though nothing is changed in the position of the question. Russia must yield, or war is inevitable." Another personage also said, "It is better to have war with an alliance than peace without alliance."

Austria.—The opinion is prevalent in Vienna—no doubt the "wish is father to thought"—that the Emperor of the French will leave England in the lurch on the Oriental question.

The misunderstandings between the Austrian Government and that of Sardinia are represented to be worse than ever, and Count Appony, the Austrian Minister, has left Vienna. The cause of the misunderstanding is a demand on the part of Austria for the surrender of 43 of her subjects who were engaged in the last Milan insurrection, and also fled into Piedmont, to which demand Piedmont turned a deaf ear.

Italy.—The Earl of Minto left Florence on the 9th instant for Florence, where he purposed to spend the winter. The Piedmontese Government had refused to admit Foresti a naturalised American, but who has been described as a disciple of Mazzini, as Consul for the United States.

A considerable increase in the price of bread has taken place in Lombardy and Piedmont.

It has been announced that the French army at Rome has not only been considerably augmented, but other troops are expected.

Belgium.—The raising of the garrison of Mons to 6000 men has caused some uneasiness.

Russia and Turkey.—The first division of gun boats of the Russian flotilla at Ismail sailed on the 12th of September, to exercise on the river, but the state of the Danube, and the unsteadiness of the winds, and particularly the want of steamboats, prevented them from ascending to Galatz, as their commander, Captain Sisretti, had been commanded to do. This flotilla is consequently regarded as a failure, being unable to act on the Upper Danube.

The Paris Constitutionnel contradicts the assertion that Reschid Pasha is to con-

vey in person the Divan's resolution to Prince Gortschakoff, which it states "would be a singular mission for a minister of Foreign Affairs." Reschid Pasha's work finishes with the drawing up of the resolution.

The announcement that Prince Paskievitch had been appointed commander-in-chief of the Russo-Danubian army requires confirmation.

Letters from Constantinople mention that of the number of English officers, most, if not all, belonging to the Indian service, who are now in Turkey, are constantly on the move from Varna to Shumla, and other parts of Turkey where there are strong military encampments, or to the head quarters of the general officers. Some officers of artillery in the same service have within the last few days, passed through Paris on their way to Constantinople, and have obtained letters of introduction to the Grand Master of Artillery and other functionaries.

Two magnificent steam frigates, of 400 horse power, have been fitted out for sea at Constantinople, one of which, the Sulan é Valid, was to about to sail at last accounts for the Sea of Marmora.

A despatch from Constantinople states that party spirit had ceased to exist in that capital upon the declaration of war, and the enthusiasm exhibited by all classes was perfectly indescribable. The women sent their jewels from the harems to be sold for the benefit of the State, and several wealthy Arabs had promised to raise a corps of 15,000 horse at their own expense.

In the private Constantinople letters the Eastern question is examined in every point of view, and the conclusion unanimously come to is that there is no escape from war. Russian agents are said to be actively at work stirring up insurrections in Turkey.

UNITED STATES.

NEW YORK, Oct. 22.—Accounts from Paris announce the death of this celebrated French astronomer, Arago, in his 65th year. The discoveries of Arago in science have been numerous and important, and his death will cause a deep sensation throughout the world of science and letters.

NEW BRUNSWICK.

SCREW LINE OF STEAMERS.—The Freeman of Saturday informs us of the intention of Messrs. Reed & Wright to place upon the route between St. John and Liverpool, a line of screw steamers to ply once a month, provided the Province will assist the undertaking to the extent of £10,000 a year for 10 years. We are decidedly of opinion that this enterprise is deserving of Legislative encouragement as much as Cunard's or Collin's. We copy from the Freeman—their proposal.

To place on the line two first class screw steamers of the most superior description, 1,700 tons register, and 200 horse power nominally, but with such boilers, &c., that they could be worked to 300 horse power. These boats they have ascertained can be ready for sea, one in July and the other in August 1854. They will have accommodations for 80 cabin and 200 steerage passengers, and will cost £45,000, sig., each, a pretty conclusive proof that they are to be of the very best description.

They propose that these boats should make a trip each month, each way, calling at St. John's, Newfoundland. The Government of Newfoundland will readily assist this undertaking, and of course much additional passenger and freight traffic would be thus secured, while the delay occasioned would be inconsiderable. They propose to carry the mails for Newfoundland and for this Province, if this be thought desirable.

The aid they think it indispensable the Province should give is £10,000 a year for ten years, in return for which they will agree to carry the mails. Without this aid they say it is impossible that a line of screw steamers can be established and maintained between St. John and Liverpool. Canada gives £20,000 a year to obtain a similar advantage.

The Fredericton Reporter observes—

The citizens of St. John are highly gratified, and so they may, at the prospect of having through the enterprise of the Messrs. Reed and Wright associated, a direct Steam Boat communication with Great Britain. This however is a Provincial not merely a St. John measure, and should undoubtedly one in which the Province should feel deeply interested. We believe the plan proposed will shortly be laid before the Executive as the parties interested are fully prepared to make a definite arrangement, provided they get such encouragement as the nature of their claim should demand. This is neither a masked or open American speculation. It is solely Provincial and being most closely interwoven with the general and commercial interests of New Brunswick, will we hope receive a support worthy of its noble object from the Government and Legislature of the Country otherwise it must be abandoned.

THIS DAY'S MAIL.

NEW BRUNSWICK.

GALE.—On Tuesday a gale of unusual severity raged throughout the whole day in this vicinity, and we regret it was not unaccompanied by damage and loss of life. The American ship President, Captain Coffin, loaded with deals, and laying ready for sea at the outer anchorage, Patridge Island, commenced dragging her anchors early in the morning, and about eleven o'clock grounded in a heavy surf off Red Head, about half a mile from the shore, and unfortunately at the very point where the angry sea spent all its fury. The

Captain was on shore, and the crew on board, and here the vessel hopelessly lay, the sea at every return striking her with the utmost impetuosity, and at times completely obscuring her hull from view.—Her crew was gathered on the quarter-deck, but no attempt could be made to rescue them, owing to the violence of the waves; the best chance for their safety seeming to be in their holding on to the ship, and await the ceasing of the gale, which so far abated about eleven o'clock at night, as to enable the crew to reach the shore in one of the ship's boats. In the mean time hundreds of people were collected on the beach, and bonfires were lighted for their direction. A sea of unusual violence struck the vessel about three o'clock in the afternoon, and unfortunately carried the second mate overboard—no effort could be made to save him, in the roaring heaving billows, and his body has been found among the rocks severely mangled.

The vessel will doubtless become a total wreck, as her bottom appears to be ground out. The masts and rigging, are however, standing all complete. The cargo of deals remains entire in the ship, and will most likely be saved, although she lies in a rough place for securing it.

The schooner Marie of this port, Driscoll, bound hence to the Bend of Peticodiac, with a cargo of merchandise valued at upwards of £5000, on returning into port on the afternoon, was driven ashore on the rocks to the S. E. of the Barracks, in a heavy surf. The persons on board, five in number, whose lives were in eminent peril, were nobly rescued by the life boat from the Eastern City, under charge of Captain Simon Pike, second Pilot of that vessel, and manned by him and Thomas Long, wheelman, and a Mr Scott, of Calais, Maine.

We have been informed by a gentleman who recently came up from St. Andrews by water, that several small vessels were seen ashore along the line of coast extending from Mace's Bay to L'Etang. We sincerely hope that it may turn out that no loss of life has occurred.

A circumstance of a curious nature occurred in Carleton, at a large saw Mill-house, where a number of men were working. Such was the violence of the gale, that the building was lifted entirely clear of the sills, and deposited many yards distant, to the utter amazement of the workmen, who suffered no other inconvenience than additional exposure to the weather.

FIRE.—A new Steam Saw Mill, owned by Mr Vinsin, situated a short distance from Spurr's cove in the Parish of Lancaster was wholly destroyed by fire early on Tuesday morning. The cause of the disaster is not known, although strong suspicions are entertained that it is the work of an incendiary, as no fire had been used in the premises since the previous morning—the mill having been stopped for the purpose of repair. A considerable quantity of deals and other lumber, in proximity to the mill, were destroyed at the same time.—Chronicle.

It is singular that it has never occurred to those charged with the guardianship of the public interests, that in a port like Saint John, where there is so much shipping, and so much danger to life in the gales which periodically may be expected, it was only right and proper that all the appliances for saving life and property which science and skill have brought into use, should be provided and at all times available.

It is only when we happen to need such things that our neglect is brought home to us, and the sacrifice of one life on Tuesday last, and of seven a few years ago when the England was driven ashore in the Courtenay Bay, which might have been prevented if efficient life-boats, Captain Manby's apparatus, or other such means of saving life had been in readiness, will, we hope, induce our authorities at once to provide them.

If the Commissioners of Light Houses are now authorised to incur the expense we have no doubt they would be borne out in doing so by the Government and Legislature. One boat should be kept on Patridge Island, and another on wheels, at Reed's Point, ready to be transported to the most fitting place for embarkation. We have oarsmen equal to any in the world, and they certainly ought to be provided with fitting life-boats.

We learn that the Clydesdale horse Black Active, imported for this county, was sold at Auction on Tuesday last, to Dr George P. Peters, for £73, to be kept in the County for four years. We are glad that it has fallen into such good hands.—Courier.

LARGE CARGO.—The American ship H. M. Hayes, Capt. D. Elliott, which cleared at the Custom House yesterday, for Liverpool, has on board the largest cargo ever carried in one vessel from this port. Including broken stowage, she has no less than six hundred and twenty standard, valued at £3,700 sterling. She was chartered and loaded by Mr J. L. Woodworth, of this City.—Freeman.

UNITED STATES.

THE MACKEREL FISHERY.—The Gloucester correspondence of the Traveller notices the arrival at that port of a small fleet of mackerel fishermen which have obtained very poor fares, and who report that mackerel are very scarce,—that there are nearly 500 sail of American fishing vessels on the Northeast ground, 200 of which made a harbor at Port Hood recently, and all had small fares. The British squadron was to be on active watch for the Americans until the 15th of December. The officers of the British Government vessels were courteous and gentlemanly towards the fishermen.—Those of the Provincial armed crafts were insulting. The fishermen think that the steamers, with their noise and effect upon the water, drive mackerel completely from