

Communications.

ANSWER TO A READER.

When knaves and fools o'er all prevail,
When justice halts, and rights begin to fail,
E'en then the boldest start from public sneers,
Afraid of shame, unknown to other fears,
More darkly sin, by Satire kept in awe,
And shrink from ridicule though not from law;
Such is the force of wit; but not belong
To me the arrows of satiric song.

To the Editor of the Gleaner,

Sir.—In my folly and idleness, I addressed you a series of Letters on Public Matters, over the signature of Observer, which I believe, claimed some notice, and from the vast amount of private and personal writings that has of late passed through your columns, notwithstanding your hints to the contrary, I did fondly hope a few Letters of the kind, if not as instructive, might be quite as amusing, as much that had appeared, to the majority of your readers. I find no fault with any of your Correspondents, for any whim or fancy they may choose to set forth, giving them freely and fully the same privilege I would claim, leaving the choice of what should appear, to your good judgment. True—my language and style might not be of that kind to draw forth the plaudits of some of your choice and refined Readers, yet I did hope there were none to be found who would not show as much wisdom as a goose—to cull the grain and leave the chaff. But alas, alas, in this I was mistaken, for instead of my rambling shots arousing any game of note, they but started a solitary Gander, under the assumed name of A Reader.

Had Mr Reader read my introductory letter, and digested its contents, which is the key to any series of communications, he would there have seen my intentions—not to attack private character but show up public abuses, and although I did not court controversy, I hoped to arouse able minds to discuss vital principles. Had A Reader met me like a man, in the absence of a better antagonist, I should have set forth my feeble logic in defence of my views, and allow the public to judge between us. But, no—eagle like, from his lofty eyrie with down set pinions and extended talons, he pounced with fury upon my gross mistakes, and then moved off, with the information, that he had neither time nor inclination to follow this writer through all his misstatements, thinking, no doubt, that he has performed a public duty, and deserves applause for having done so without fee or reward. But before I have done with him, he may find to his extreme mortification, that he has hit on the wrong pig in the pen, and exclaim with the unfortunate soldier, that he had caught a tartar.

Had he called on me, requesting that I would look over the last journals and acts of the Assembly and see if I could substantiate the figures set forth in my list of Salaries, I should have thanked him for his trouble, and apologized for my errors, and corrected my mistakes. This would have saved you much trouble and the public some annoyance. But nay; this lofty genius could never have been noticed as a man of deep and clever research, by so humble a mode. He must make a great flourish. He commences his main charge by saying—"if you see a felony committed you would say stop thief; if wilful falsehoods are circulated, you would naturally say, stop liar!" I strongly suspect, that he has gleaned the above idea from a former much valued correspondent, named Rusticus, and without it there would have appeared a mighty blank in his letter, although it is not impossible for men of large and un-disordered minds, to hold similar ideas.

But says a Reader. 'I fear his mind is disordered. He is well known.'

And now Mr Editor we have the pith and marrow of this mighty production of a Reader. Those two last hits were clever things, when first brought to use, but they have passed through so many hands of late, and become such common property, that any public beggar would scarce give them place in his wallet. But suppose he does know me? Is that an awful discovery? what has the public to gain or lose by the event? Be it known to him, I feel neither afraid or ashamed to place my name or lineage beside his, or his better's; and care not if my name or character was blazed forth through every Press in the land, for anything I ever have done, that I am aware of, so long as a truth is taken for a guide. But no! I forgot my 'disordered mind,' well, that is most unfortunate. But stop! after all, there is some consolation when I come to think of it, that to 'disordered minds' the world is indebted for many great events. It was the fate of the immortal Franklin to be strongly suspected by his most intimate friends, of being 'disordered in mind,' and had he not succeeded in his boyish fancy in flying his kite, he would have been taken charge of by disordered minds, and shared the same fate of the discoverer of Steam. Nay philosophers have been known to take lessons at the mouths of fools. And who knows but it may be my fate, to be immortalized by giving a wise man a lesson. Therefore I feel much flattered, by your sensible Reader, in taking alarm at my 'disordered mind,' and my only dread is, that a simple public would not have noticed me, until brought before their eyes, by the remarkable discovery of A Reader. And now Mr Editor a favour I request, and that is, to give Mr Reader the length of his line, and when he is done, I promise to whop him—a Whale though he be; and if I instruct not the aged, I shall amuse the youth. My sheaf is not expended, I have arrows in store, and although some may glide

harmlessly by, I shall cause some of them to rankle. I claim no quarters, blunt none of his barbs, but grant me the same privilege, and be his coat, green, gray, or scarlet, I value it not. I shall change it to pepper and salt, and find him an office that no one shall envy. I shall teach him that whatever he does with sane, he will for the future endeavour to steer clear of all 'disordered minds' or my name is not

OBSERVER.

SHIP BUILDING IN THE NORTH.

To the Editor of the Gleaner.

Sir.—In those days of Steam, and quick passages of clipper built ships, which we see often going the rounds of the Press, perhaps it might not be out of place, although a little late in the day in so doing, to notice a voyage performed across the western ocean by one of our Northern built ships. The GANGLIS KAHN, launched in September last, from the ship yard of Messrs. A. Ritchie, & Co., performed the passage from the Port of Dalhousie, Restigouche, to Cape Clear, Ireland, in the short space of ELEVEN DAYS, being met at this stage of the passage, by a thick fog, and in sailor language, having run down their reconing. They were obliged to lay too for two days, afraid to approach the land, which prevented her from reaching Fleetwood, her port of destination until the 14th day, baffling wind arising on the clearing away of the fog. Perhaps a more correct idea may be formed of this splendid ship, from the following extract taken from an English paper on her arrival in England, (the Preston Guardian) which is no doubt correct, with the exception of her tonnage, which is somewhat overrated, being not quite 1,500 tons. After a lengthy description the Editor says—"We may notice as an astonishing feat in connection with the sailing qualities of this noble ship, that the entire passage from Dalhousie to Cape Clear, was made by her in the incredibly short space of 11 days. This we believe to be the shortest passage on record; indeed, the master of her, Captain O'Donnell, to whom we are indebted for the following particulars, informs us that she is unquestionably the swiftest sailing vessel that he was ever on board of and that upon several occasions she attained an average speed of twelve knots per hour, a speed equal to that even of the largest Ocean-going Steamers. The Ganglis Kahn is ship-rigged, and is, as we previously noticed, upwards of 2,000 tons burthen; her length is about 203 feet over all, and her extreme breadth 37 feet. The main mast is 84 feet long and 12 feet girth. She was built at Restigouche, for Messrs. A. Ritchie, & Co., and has a full figure head of the illustrious person whose name she bears, and is in all respects a noble and excellent vessel. The passage, the captain informs us, was of an ordinary character, nothing worthy of note having occurred during the voyage, except, indeed, the extreme speed of the vessel."

It is perhaps not out of place to observe, as a further proof of the qualities and workmanship of the above named vessel, that she was sold at once on her arrival, at £8 per ton, which, together with her cargo, realized to her enterprising owners, the handsome sum of between £15 and £16,000. There is at present building in the same yard, two vessels of about 900 tons each, of like materials, as that of the Ganglis Kahn, and under the direction of the same Foreman, Mr Robert Y. Tait, whose fame as a master workman, for substantial workmanship, united with sailing qualities, will, ere long, compete with the most celebrated workmen of the Province, in naval architecture.

A SUBSCRIBER.

Mr James A. Pierce.

Sir—Allow me through your valuable paper, to disabuse the Public of an impression, that Mr Goodfellow in his last Communication, has endeavoured to raise, by insinuating that I had not given the requisite notice for the meeting of the Rate Payers of this Parish, in January last, to elect their Parish Officers. This insinuation is without the slightest foundation, for I not only assert, but am prepared to prove, that I did give the required notice in all respects, strictly according to Law;—and whatever might have been Mr Goodfellow's intentions towards me, the Sessions could not have set aside the List of the Rate Payers on the ground of want of notice, for when Mr Goodfellow stated in Sessions that the notice had not been given, he was contradicted by two respectable Rate Payers of Newcastle, who happened to be in Court at the time, and who informed the Justices that the regular notice had been given. Mr Goodfellow surely does not mean to say that the Justices set aside the deliberate act of the Rate Payers on his mere assertion, without calling on me to ascertain if I had given the notice, or at least making some further inquiry. No, Mr Editor, Mr Goodfellow is in error, and the case submitted to the Attorney General was strictly correct, and the only reasons avowed by the other Justices, by whose votes the List was set aside, were those stated in this case, and so convinced were some of those very Justices of the impropriety of their act, that on the last day of the Sessions they wished to reconsider the question, and confirm the List of the Rate Payers, but Mr Goodfellow would not consent or give way, and stated that if they did so he would leave the Bench and never return to it, and there being only a few Justices present, and the last day of the Sessions, he was humoured at the expense of the whole body of Rate Payers. The fact is, this whole difficulty has arisen from private feelings between Mr

Goodfellow and his neighbours, among whom it is quite evident, he is in very bad odour, for which unpopularity there appears to be some good grounds, even from his own statements.

I wish I could give him credit for disinterested motives, or even a wish to discharge his duty as a magistrate in this matter, but when I find him putting out two good and efficient officers, and inserting his own name, and one of his own friends (I was going to say creature) and setting aside the Newcastle List, because it was a few hours too late, and confirming the Alnwick List which was three days too late, I cannot do so, and am compelled to adopt the more unfavourable conclusion.

I am told Mr Goodfellow finds fault with me for not putting up a notice on his gate post which I admit was a public place, being on a road which is of so much consequence to the Public, that they paid twice for it, but the Commissioner having very properly removed the posts as an incumbrance, I could not, and this must be my apology.

Your obedient servant,

JOHN BAGNALL.

Town Clerk for 1852.

Newcastle, 17th, March, 1853.

To the Editor of the Gleaner.

Sir,—Seeing in your last an article from A. Goodfellow, I can with sincerity say that I also want fair play,—and that I have from the first, endeavored to get nothing but my rights as a Rate Payer. I will let the public decide whether I am right in the course I have adopted, or if A. Goodfellow can be justified in the course he has thought fit to pursue.

Ever since the Law for the Election of Parish officers was in operation, A. Goodfellow, as well as some other Justices, have endeavored to prevent its operation, and its working; and at the last January Sessions, made the grand attack on the rights of the people, by setting aside the Election of the Parish Officers in Newcastle, and appointing others in their stead. At the request of many other Rate Payers, I stepped forward to preserve our rights, and save them from being trampled upon, and took those proceedings to get the Election of the Rate Payers of the parish of Newcastle confirmed, which I trust will soon be accomplished,—showing at the same time to the public (and confirmed by the best legal authority in the Province) that the Sessions acted improperly, that A. Goodfellow was in the wrong, and that we took the right course. We have succeeded, which no doubt annoys A. Goodfellow not a little.

One source of A. Goodfellow's annoyance I can remove, for I can assure him that it was neither P.M. of Newcastle, nor J. F. Chatham, who wrote Rate Payer; and as he has apologized for the one he had better make the same amends to the other.

I do not wish to show any ill feeling as regards A. Goodfellow's scribe, for I am informed who he is—on the principle that I do not wish to follow a bad example, even although set by A. Goodfellow.

A. Goodfellow wishes to know who attended from the Upper or Miramichi part of the District; there were 31 persons from that part, but as the collector did not attend with his accounts, I am not prepared to prove there was no defaulters, as A. Goodfellow was in 1851, when he attended.

I would ask who the parties are that urged A. Goodfellow to act as Commissioner of Roads for the upper District—will it be credited that A. Goodfellow was the person that the people requested as Commissioner of Roads for the upper district; will the public believe this, A. Goodfellow took a Surveyor of Roads from the Lower District, who says that he was afraid that the people would stone him. A. Goodfellow makes out a bad case—complains of his onerous duty, and that he has paid out money which he has not received. If A. Goodfellow would show accounts for all he has received, I think the public would be better satisfied, and he would stand in a different position to what he occupies at present. As to myself (or that poor Body as he calls me), on a motion made by A. Goodfellow at the meeting, he was out voted by 53 to 2. I think that he, in the opinion of the meeting and the public, was the poor Body, when he could only get two out of sixty votes in his own District, and himself one of the two.

A. Goodfellow complains of being assessed as much as Rate Payer and his friends. I think it plainly appears, that if A. Goodfellow was assessed as much as Rate Payer's friends, he would pay a good proportion of the taxes of the lower district. A Rate Payer is proud to think that they are principally all his friends.

So far as regards James Hay, Sen. Rate Payer can only say, that any statements he has made in reference to him, he is prepared to prove when called on, and there is nothing to reconcile between James Hay, Sen. and Rate Payer. If there is anything to reconcile it is between A. Goodfellow, and James Hay, Sen.

As regards the meeting of 1851 spoken of by A. Goodfellow, he came to the parish meeting in Newcastle, and was objected to as a defaulter, he not having paid his rates for that year.—On being objected to, he did offer to hand in his rates to the Chairman, who declined to receive it, as the meeting was not the proper place to pay them, and they were not paid, and it is remarkable that A. Goodfellow did not know better, and it was only by courtesy he was allowed to speak at all.

As regards the Pound—an assessment was ordered at the January Sessions in 1850, on the Lower district, for the sum of £15 for the

purpose of Building a Pound. In the ensuing spring the pound was contracted for at £9 10, and was to be completed in May.—the collector was directed by one of the Assessors, who was also one of the Sessions, to pay A. Goodfellow the sum of £9 10 with his Commission, but not to give him the £15, which he would not accept, unless he got the £15, the amount of the assessment, and then he stated that unless he got the whole assessment (say £15) he would not pay his rates, and consequently he did not pay them.

In regard to the manuscript A. Goodfellow speaks of, I am prepared to prove that it was the document exhibited, and declared to be most satisfactory at the meeting. As regards the vouchers—I can tell A. Goodfellow, if he does not know already, that they are in the proper place—and the persons from whom I received the vouchers, were most of them present, and declared the account satisfactory.

If A. Goodfellow has paid those who wrote for him, I would ask, has he done so to all whom he has employed.

As A. Goodfellow admits he made a mistake in a case tried before him, putting down 1852 instead of 1853, I would ask A. Goodfellow if Rate Payer had put down 1853 instead of 1852, in his account which came before the Sessions, if he would not have thrown it out as quick as the other Magistrates threw out his judgment.

A. Goodfellow does not want popularity by his own acknowledgement: and why, because he well knows that his public acts have been such as effectually to secure him from that annoyance. As regards the popularity of TOLL spoken of by A. Goodfellow, if A. Goodfellow had followed the same calling as Rate Payer has for 20 years, I should not be afraid to try my popularity with his on that point also.

In conclusion I will state, that I entered into this controversy on principle and intend to carry it out, but if A. Goodfellow will depart from the correct course and make any further misstatements, I will be prepared to meet him on any ground he chooses, and leave the Public to judge between us.

WILLIAM RUSSELL.

Bartibogue, March 24, 1853.

To the Editor of the Gleaner.

Sir.—In your last, A. Goodfellow accuses J. F. of being the writer of Rate Payer, now I can assure him he is mistaken, as J. F. did not write Rate Payer, but even if he had what is it his business, and what right has he to interfere.

I can give A. Goodfellow my opinion of his conduct and the late act of the Sessions if that is what he wants. If he has anything against me personally, it is more than I know, and what his motive can be in making the allusions to J. F. in his communication, I am at a loss to conceive.

A. Goodfellow by his own admission, gets worsted at the Parish Meeting, and then at the General Sessions, sits as Judge on his own cause, and strange to say, decides contrary to Law, and has his decision upset; and while every sensible person sees he has acted wrong and he knows it himself, persists that he is right, and attacks every person that does not coincide with him.

In conclusion, I think, (to say the least of it) A. Goodfellow had a good deal of assurance to attack me on the mere supposition of being the writer of Rate Payer, and it is what I will not put up with, from him or any other person, or suffer such conduct to pass unnoticed.

J. F., Chatham.

Chatham, 24th March, 1853.

ANSWER TO QUESTION IN OUR LAST.

Let x = the length of the Timber in yards, and y = the velocity of the Sled. Then $1 - y$ = distance gained per second, and $1 + y$ = the distance by both per second. Hence $x = (1 - y)60 = 60 - 60y$ and $x + 1 + y = 12$. P. Q., $x = 12 + 60y$. Then by equating the two values of x , we have $12 + 60y = 60 - 60y$ from which $72y = 48$, and $y = 2/3$ and $x = 12 + 60 \times 2/3 = 20$. Therefore the length of the Timber is 20 yards, and the velocity of the Sled 2-3 yards or 2 feet per second.

T. Chatham, March 24, 1853.

FRIDAY'S MAIL.

NEW BRUNSWICK.

A PROTEST.—The passengers of the Cunard Steamer Africa which arrived at New York last week, have published in the Herald of that city, a strong protest against the conduct of the Company, for lumbering up the saloons and cabins with goods or freight, to the annoyance of the passengers, who pay high prices for clear and comfortable accommodations. Most of the signers appear to be British subjects. The protest may be seen at this office. It is too lengthy for our columns.—St. John Morning News.

RACE ROUND THE WORLD.—Much interest is manifested at Liverpool in the race between the celebrated New Brunswick built ship Marco Polo and the steamer Antelope. The steamer sailed from Liverpool on Saturday the 5th inst., for Australia and the ship would sail on the Wednesday following. Both attracted much attention and were visited by crowds of anxious spectators. The "flying ship," as the Marco