

are instructive, and make the reader pause and explore the firm bounds which confined these vices to a handful of rich men. In the reign of the Fourth George things do not seem to have mended, and the rotten debauchee let down from a window by an inclined plane into his coach to take the air, was a scandal to Europe which the ill fame of his queen and of his family did nothing to retrieve. Under the present reign, the perfect decorum of the Court is thought to have put a check on the gross vices of the aristocracy; yet gaming, racing, drinking and mistresses, bring them down, and the democrat can still gather scandals, if he will. Disgraceful anecdotes abound, verifying the gossip of the last generation of dukes served by bailiffs, with all their plate in pawn; of great lords living by the showing of their houses; and of an old man wheeled in his chair from room to room, whilst his chambers are exhibited to the visitors for money; of ruined dukes and earls living in exile for debt. The historic names of the Buckinghams, Beauforts, Marlboroughs, and Hertfords have gained no new lustre, and now and then darker scandals break out, ominous as the new chapters added under the Orleans dynasty to the Causes Celebres in France. Even peers, who are men of worth and public spirit, are overtaken and embarrassed by their vast expense. The respectable Duke of Devonshire, willing to be the Mecaenas and Lucullus of his island, is reported to have said, that he cannot live at Chatsworth but one month in the year. Their many houses eat them up. They cannot sell them, because they are entailed. They will not let them for pride's sake, but keep them empty, aired, and the ground mown and dressed, at the cost of four or five thousand pounds a year. The spending is for a great part in servants, in many houses exceeding a hundred. Most of them are only chargeable with idleness, which, because it squanders such vast power of benefit, has the mischief of crime. They might be little Providence on earth, said my friend, and they are, for the most part jockeys and fobs. Campbell says, acquaintance with the nobility I could never keep up. It requires a life of idleness, dressing, and attendance on their parties. I suppose, too, that a feeling of self-respect is driving cultivated men out of this society, as if the noble were slow to receive the lessons of the times, and had not learned to disguise his pride of place. A man of wit, who is only one of the celebrities of wealth and fashion, confessed to his friend, that he could not enter their houses without being made to feel that they were great lords, and he a low plebeian. With the tribe of artistes, including the musical tribe, the patrician morgue keeps no terms, but excludes them. When Julia Grisi and Mario sung at the houses of the Duke of Wellington and other grandees, a cord was stretched between the singer and the company.

Communications.

THE MAIN SOUTH WEST.

Let the Frenchman boast of the Rhone and Rhine,
And the Scotch of the Clyde and Dee,
Whilst the patriot son of the Emerald Isle,
Will sing of the Foyle and Lee;
Let the English talk of the Trent and Thames,
But *this* let all confess,
That no classic stream of poet's dream,
Will compare with the "Main South West."

From its mountain source, to Beaubair's Isle,
It rolls its tide along,
Through the rocky gorge it dashes wild,—
What a theme for the child of song;
Or in tranquil flow it ripples by,
Its banks with verdure dressed,
And sparkles bright in the moon's pale light—
The far-famed "Main South West."

The "North West" stream hath its beauties too,
And is rich in bass and mud,
Its long extended beds of eels,
Have been gathering since the flood;
Its verdant banks have a pleasing look,
When seen in a summer dress,
But its brightest glories dimly shine,
When compared with the "Main South West."

No lawyer sits in his easy chair,
To pore o'er briefs and bills;
No doctor has a homestead there,
With his nauseous drugs and pills;
The sons of toil as they till the soil,
With health and peace are blessed,
And little care for the world's turmoil,
In their homes on the "Main South West."

The house of prayer in the hamlet rise,
And the voice of praise is heard,
Where "stands the legate of the skies,"
To expound the sacred word;
The hallowed hours do glide away,
As become the "Day of Rest,"
And the Sun doth shine with a brighter ray,
In the homes on the "Main South West."

Then I'll sing with pride of my native stream,
Of its scenery rich and rare,
Its pine-clad hills and vales of green,
And groves of spruce and fir,
Its fruitful fields which plenty yields,
Its homes with peace are blest,—
These are the themes I love to sing,
In my home, on the "Main South West."

THERON.

South West, 4th November, 1856

A LETTER.

To the Editor of the Gleaner.

Sir,—Passing through the streets of Chatham the other day, I picked up the following original and unique production. As I do not know where Miss Bridget resides, perhaps you will be kind enough to give it a place in your columns, and thereby afford said Miss Bridget a chance of recovering her lost treasure.

Yours, &c.,

DUGALD DALGETTY.

DEER PEGGY,—

I write these few lines hopping to find you in gude health which leaves me at present, I have a grate mind to go to Bosting, they tells me the Ser—i mean the helps, have grate times—lives like ladies—has butifal Parlers to set in—goes out when they likes and comes in when they likes—has hi wages and lots of good wittils, and wats better than awl—ther's plenty of bows, and you can ask them to tea wen you likes, that's what i calls life. If i was to tel you the one harf i have to indoor here, it wood make your hare stand on end like fretful quils upon the forkapine as Skakspeer ses, I have to be on my feet frum 6 o'clock in the mornin till 10 at nite, it's Biddy here and Bid-dy there, and Biddy everywhere, they are, (the missuses, i mean) to lazy to stir of their exteriors—the laziest gude for nothin critters you ever seed—and then they can gad about from morning til nite themself's, but think it a grate faver to let Biddy out once a fortnite—and then the tungs of them if you happen to amperate the leg of a pot, sever the spout from the te-kettle, or giv them a specimen of your rith-metic by reducing the number of spoons, or dividen a dish into peeces—why, ther's the duce to pay and nothing to pay him with—and then if a yung man comes to sea you in the evenin, you hav to sneak him in thru the back dure, it was only the uther evenin a yung gentleman cum to se me, and I thought I had got him in so nicely and we were havin a butifol chat when I hears Missis sneaking down steers like a cat—heres a wery nice go ses I, go ses he, where will I go tu, ees I there is no place but the pot closet and the cole hole, so he tuke pot luck, and in he went, a pretty figur he was wen he cum out you may depend, ses he that's going to pot with a wengence—oh deer! I declare its to bad, I dont beleiv he'll ever cum to se me agin. I'm ulmost extracted. If I could only get tu in the evenin I mite hav a chance tu go tu a raffel, or razeze I should say, raffel is walger, but Missis ses nite air is bad for the morals, I wonder it dont affect hern, she's out enugh at nite deer nose—and then agin we have to wate for our wittels til there dun, and then get the levins, musent go into the rume when they have cumpany, and if you happins to buy a bonnit, or a sharl, or a gownd like Missises, the fats in the fire altu-gether. But if i was to tel you awl my complaints, it wud fill a book. I think I'll start for Bosting, send me word wich is the best way to travel, by telegraf or ralerode, though I must say I always prefers goin with the males.

Yours til deht,

BRIDGET

COUNTY KENT.

Mr Editor,

As I know you are always interested in anything which tends to the advancement of our commerce, and the development of our country, and more especially of that part of it vulgarly denominated the "North Shore," I thought I would post you up with reference to an undertaking of the most vital importance to this port, which has been in course of progression during the past season, and is now almost completed. I allude to the deepening of the water on the Bar of our River.

Messrs. Holderness & McLeod, the Contractors, (I believe under the late Government) during the winter of 1855-6, fitted up their steamer "Enterprise" as a dredge, by fastening on the starboard quarter a strongly constructed frame of wood and iron, over which plays a chain, so called, of twenty-eight or thirty wrought-iron buckets, which being set in motion by the machinery of the ship, constitutes the "modus operandi," by means of which a great improvement has been effected in the depth of water on our Bar. The work has been carried on under the joint superintendence of John Grant, Esq., C.E., and Mr David Blackwood, who have respectively managed the civil and practical engineering of the work.

It has long been a serious drawback on the prosperity of Richibucto as a port for the exportation of lumber, as also a source of great danger and expense to the vessels engaged in the trade, that, for many years, no vessels of a greater draught than twelve and a half feet have been able to complete their cargoes inside, thus necessitating them to lie for a length of time in proportion to their size, in an open and exposed roadstead, which at certain seasons of the year, is dangerous in the extreme. This, I am happy to be able to inform you, has been considerably remedied by the dredging carried on on the Bar during the summer, as was lately satisfactorily proved by the fact that Messrs. J. & J. Jardine's new barque the "John" of 625 tons, went over the Bar under easy sail, on Friday evening the 31st ult., drawing something over fifteen feet; and also that some evenings previous, a barque, the "Highland Brigade," went over at half tide, drawing thirteen feet and a-half.

Thus knowing the gratifying progress made, and the depth of water already achieved, it is much to be regretted that the Contractors could not complete the work this autumn, as they certainly with ease could have done had it

not been for the peculiar position of the Bar, which is such that the slightest breeze from the eastward raises sufficient sea to render it dangerous as well as useless to remain at work, encumbered as the boat is with such a weight of extra machinery; and from the difficulty in such circumstances, of retaining the scows in use for the removal of the sand, alongside the vessel. In the early part of the summer, too, they had the misfortune of having the dredge run into while dredging, by the barque "Affghan," by which collision the bucket frame was broken, and the steamer damaged, and through which much valuable time was lost; this, added to the cause above mentioned, hindered their operations to a great extent. The Engineers, I believe, contemplate making some additions to the machinery of the dredge during the winter months, which will add much to its powers of action and effectiveness.

As this is a work, the benefit of which is so apparent, and which evidently was not undertaken with any money-making intent, I am sorry to find that it has met uncalled for opposition from some who could not forget the "men" in the "measures," even when those measures were tending to their mutual commercial advantage as well as that of the port, and public at large.

Hoping that you will give this a place in your columns, I am, Mr Editor,
"FIAT JUSTITIA."
Richibucto, November 6, 1856.

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, NOVEMBER 8, 1856.

TERMS.—New Subscribers Twelve Shillings and Six Pence, per annum, in all cases in advance. Old Subscribers 12s. 6d. in advance, or 17s. 6d. at the end of the year. We prefer the advance price, and as it effects a large saving, we hope soon to see all our subscribers avail themselves of it. To Clubs of five and upwards, to one address, Ten Shillings a year in advance.

CENTRAL BANK AGENCY, CHATHAM.

Discount days TUESDAYS and FRIDAYS, Hours for business from 10 to 3 o'clock. Notes for Discount to be lodged at the Bank before 3 o'clock, on the day immediately preceding the discount day.

This paper is filed, and may be seen free of charge, at Holloway's Pills and Ointment Establishment, 244 Strand, London, where Advertisements and Subscriptions will be received for this Periodical.

SAVINGS' BANK.

Deposited 3rd November, £380 5 2
Withdrawn 4th November, 225 5 3

WEEKLY CALENDAR.

Full Moon 12th, 4h 23m A. M.—HIGH WATER.

9 Su	25th Sunday after Trinity	1h 7 2h 2
10 M.		3 0 3 64
11 Tu	Fire in Fredericton 1850	4 45 5 9
12 W		5 33 6 28
13 Th.		7 22 7 39
14 F.		7 52 8 13
15 S.	Fire in St. John 1841	8 36 9 4

The above Tides having been calculated with regard to the moon's horizontal parallax and angular distance from the sun, will be found to be correct, due allowance being made at times for high winds and freshets. For Richibucto, subtract, 2h30m—Bathurst, 2h46m—Dalhousie, 2h50m from the above.

SEVERE GALE.

WE are sorry to perceive by the Pictou Eastern Chronicle received by the mail on Wednesday, that on the previous Friday the coast in that immediate vicinity, was visited by a severe gale, in which several vessels were stranded, and a large amount of valuable property lost.

The steamer Lady Le Marchant, owned by Mr Desbrisay, of Richibucto, which plies between Pictou, Charlottetown and Shediac, was out in the gale and received some damage, but we are pleased to observe that it was not of a serious nature. The Lady Le Marchant is a well and substantially built vessel, with an engine admitted to be constructed on the latest principle, new, and formed of the best materials, which the certificate from Lloyd's in possession of the captain, fully testifies. She is not only safe but speedy, two things very necessary in a vessel occupied as she is in conveying the mails and passengers. The inhabitants of the Island we consider very fortunate in procuring the services of such a vessel.

We copy below the account of the storm as reported in the Chronicle.

"GALE AND SHIPWRECKS.—A severe gale of wind was experienced at this place on Friday last, which has been attended with much loss of shipping. On Friday night the brig Cecilia broke from her moorings at the Loading Ground

wharf at South Pictou, and was driven ashore at the head of the wharf. She lies high up, and will not likely be got off this fall. On Friday afternoon the bark Wolfe, Capt. Cre-rar, bound here from Halifax, had to come to anchor at the entrance of the harbor, and during the night was driven on the point of the sand beach near the light. She was got off on Tuesday without injury. The ship 'Majestic,' of and for Charlottetown, from England, with a valuable cargo of goods, when the gale commenced, bore up for this port, but had to come to anchor about half a mile outside of the light. During the night, with both anchors down, and forty fathoms of chain out, she was driven by the force of the gale on the shoals behind the light house beach, where she now lies, full of water to the lower deck beam. The cargo, which is said to be worth £40,000 is being discharged. A large portion of it will of course be much damaged. The ship will probably be a wreck. On the same night the brig 'Orient,' owned by Mr William Ives of this place, and bound hence from Boston, was driven ashore at Little River, County of Sydney. She has been condemned, and is to be sold, with part of her cargo, this day. The schr. Matilda, of Arichat, hence for Boston was also driven ashore at the same time and place, and will probably be a wreck. The gale was a very severe one, and it is to be feared has caused much damage that we have not heard of.

"When the steamer Lady LeMarchant had got a mile or two outside of the harbor, on her usual trip to Charlottetown, an accident occurred to the propeller, which rendered it inoperative, so that she was unable to proceed on her voyage, and the services of the steam tug Pluto had to be obtained to tow her back to port. It was subsequently discovered that the shaft of her propeller was broken, and an order was immediately telegraphed to Richibucto, to have a spare propeller lying at that place sent down. A schooner with it on board arrived here on Monday, and during Tuesday it was shipped, and the steamer proceeded on her regular trip yesterday morning. She had to put back again in the afternoon on account of the weather, and anchored inside of the light house before evening."

The Charlottetown papers furnish some further disasters by the gale:

"The American fishing schooner Reindeer, of Newburyport, U. S., Capt. Runsdall, drove on shore on Thursday afternoon at Malpeque Bay, and now lies high and dry under Montgomery's Point.

"The ship Henrietta, 560 tons, John Battershaw, master, of Glasgow, Scotland, from Quebec, timber laden, homeward bound, in the gale of Friday the 24th inst., when off the North side of this Island, had her stanchions and bulwarks drove in, and became water-logged and unmanageable; and in the same gale, which increased in violence on the following day, Saturday, at a late hour in the evening she struck on a bar about five miles west on the south side of the East Point of this Island, and in less than five minutes afterwards a sea struck her and split her nearly in two; at the same time, melancholy to relate, washing overboard the master and three seamen, who were drowned; the masts, boats, and all above deck going at the same time. Soon after a number of the inhabitants had collected on the shore in the vicinity of the wreck, and at once perceived a large portion of the ship and some timber drifting on shore, and in the roaring of the billows recognized the voices of the remainder of the crew, who had got together on the poop, supplicating for assistance; but as the storm was so violent, any attempt at reaching them in an open boat would have been certain destruction. During the night the remaining part of the wreck drifted so near to the shore, that at daylight on Sunday morning the crew were enabled to throw a line on shore by means of a lead, and by this means a boat was hauled to the wreck, and the poor sufferers, thirteen in number, eventually all safely landed."

LUMBERING OPERATIONS.

WE question much if there is a more hazardous and uncertain business than the Timber or Lumber Trade. Thousands have embarked in it during our sojourn in the Province, and after many years of toil and much anxiety, few, very few, have reaped a competency, or secured any thing like a remuneration for the capital invested or the labour expended. The price of our staple article of trade has been for many years at a very low figure, owing to the absurd course pursued by the Colonial Manufacturer in overstocking the market. That stock has at length been considerably reduced, and the price now obtained allows a small compensation to the exporter.—What is the result?—a rush is made to the woods—next spring the market will be again overstocked and prices must recede. This is the history of the timber trade for years. The Manufacturer has reaped but little profit from the experience of years.

The Fredericton Reporter has the following sensible remarks on the subject;

"In an acquaintance of almost a quarter of a century with these central districts, we never witnessed such extensive preparations for a winter's business as those now in progress. From six to seven steamers are