

to maintain peace with a neighbouring nation. But all patience has limits; the honor of the Russian name, the dignity of the Empire, the inviolability of its rights, and that of our national glory, have prescribed to us the bounds of it. It is not till after having weighed in their fullest extent the duties imposed on us by imperative necessity, and inspired with the greatest confidence in the Justice of our cause, that we have ordered our army to advance under the divine protection against an enemy who violates the most sacred obligations of the law of nations. We are convinced that our faithful subjects will join with our prayers the most ardent wishes for the success of our enterprise, and that they will implore the Almighty to lend its support to our brave soldiers, and to shed his Divine blessing on our arms, which are destined to defend our liberty, religion, and our beloved country.

"Given at St. Petersburg the 14th (26th) April, in the year of our Lord 1828, and the third of our Reign.

(Signed) "NICHOLAS,"
(Countersigned) The Vice Chancellor.
"Count NESSELRODE."

THE ROYAL GAZETTE.

FREDERICTON, JULY 8, 1828.

ALMS HOUSE AND WORK HOUSE.

COMMISSIONER FOR THE WEEK, F. P. ROBINSON, ESQ.

SAVINGS BANK.

TRUSTEES NEXT WEEK.

HENRY G. CLOPPER, ESQ.
JAMES TAYLOR, ESQ.
JEDEDIAH SLASON, ESQ.

COMMISSIONERS OF ROADS.

York County Bye-Roads.

- Henry Bowmaster—25l. for the road from Salmon River to Tobique.
James Sisson—25l. for the road from Tobique to James Sisson's.
George Milberry—25l. for the road from George Morehouse's to James Lloyd's.
George Morehouse—70l. towards building a Bridge over the Monquat in Parish of Kent.
Jabez C. Squires—15l. for the road from Hartley's to Lloyd's.
Benjamin Noble—25l. for the road from T. Acker's to C. M. Mullin's.
Adam Sharp—25l. for the road from C. Connel's to James Sharp's.
William Mills—10l. for the road from Isaac Miller's to Eben. Estey's.
John Kearney—20l. for the road from Henry Sharp's to Benjamin Churchill's.
Israel Kinney—15l. for the road from Jonathan Jackson's to M. Trecarten's.
William Lindsey—20l. for the road from Payson's Mill to the Forks of the Maducksnekick.
Daniel Kinney—20l. for the road from Charles Boyer's to Little Presqu' Isle.
William Mallory—15l. for the road from Josiah Snow's to Israel Kinney's.
Samuel Estabrooks—20l. for the road from Abraham Stockford's to James Clark's.
Andrew Blair—20l. for the road from the Church Lot in Woodstock to the Scotch Settlement in the rear.
Thomas G. Cunkiff—15l. for the road from Clarence Hill to the South Branch of the Maducksnekick.
Michael O'Donnel—20l. for the road near John Canter's to a settlement in the rear of Woodstock.
Amos Dow—20l. for the road from Eel River to Ingraham's Mill.
Jacob Allen—15l. to assist in building a bridge at Poquoick.
Jacob Allen—10l. to finish a Bridge at Shogomock.
John Dibblee—50l. to finish a Bridge over Bull's Creek.
Abraham Estey—25l. for the road from Abraham Estey's to the Howard Settlement.
William Caverhill—15l. for the road leading to the lower Caverhill settlement.
Hon. John Saunders—20l. for the road leading to upper Caverhill Settlement.
Hon. John Saunders—25l. for the road from where it left off last year in upper district, Parish Prince William to the Poquoick.
Witter Davidson—20l. for the road from Grey's Brook to Captain Davidson's.
Archibald Moody—25l. for the road leading to Lake George and Magundy Settlements.
Nicholas Barker—15l. for the road from William Smith's to Scott's settlement.
Simon Hammond—25l. for the road from Alexander Bourgoins to Long's Creek.
George N. Smith—25l. for the road leading to Hanwell settlement.
Oliver Burt—20l. for the road from Philip Williams' to the mouth of Keswick Creek.
Daniel Jewett—40l. to assist in building a Bridge over the Mactaquack at Jewett's Mill.
George Long—20l. for the road from Jewett's Mill to D. Barr's.
Thomas Murray—15l. for the road from Jewett's Mill to Geo. Stewart's.
Moses Pickard—15l. for the road from Pickards Mill to Cardigan.
Moses Pickard—15l. for the road from Aaron Estey's to Lot No. 1. Cardigan.
Abraham Yerva—15l. for the road from George Town settlement to the Nashwalkais.

John Harding—10l. to finish a bridge near Xen. Jouett's.
Nehemiah Estey—25l. for the road from Merseraul's Creek to the lower line of Parish of Queensbury.

Moses Lawrence—20l. for the road from Jones' Mill to the Cardigan settlement.

Joseph Burt—10l. for the road from Israel Estey's to Gould Burt's.

Darius Burt—10l. for the road from Lawrence's to Estey's on the Keswick.

Darius Burt—10l. for the road from Christy's to Burt's Mill in the Parish of Douglas.

County of Kent Bye-Roads.

George Thompson—15l. towards improving the road leading from Casey's at the Grand Dig through the Cape to Peter Robicheau's.

George Thompson and John Anderson—35l. for opening and improving a road from Thompson's to M. Williams' in the rear of the reserve, on the South side of the Cocagne River.

John Bowser, Esq.—20l. for the road from Ayer's Ferry on the south side of the Mahalawadiac River to Smelt Brook.

Israel Hicks—25l. to improve the road leading from Hicks' to Turner's Mills on the Buctouch river.

Angus M. Intosh—30l. to improve the road from Buctouch river to the Glenelg settlement.

John Jardine, Esq.—55l. to assist in erecting a Bridge over Child's Creek on the south side of Richibucto River.

John Wheten, Esq. and David M. Almon—70l. for improving and extending the line of road on the north side of Richibucto river.

Colin Rankin—30l. to improve the roads on the north and south side of Kouchibouguac river.

Jacob Kollock—25l. to open and improve the road from the mouth of Kouchibouguac to Kouchibouguais and to repair the Bridge over little river.

John P. Ford—45l. to open a road from the East Branch of Saint Nicholas River to the Mill on the Coal Branch.

Francis J. Daigle, and Charles Arsiman—50l. to assist in erecting a Bridge over Daigle's Creek at the Chapel.

We have received no later news of moment since our last.

Lady Douglas, accompanied by Captain Douglas, A. D. C. and a part of her Ladyship's family, left Town yesterday morning in the Steam Boat for St. John, intending to proceed, we understand, for a short Summer Residence to St. Andrews. His Excellency the Lieutenant-Governor, with the remainder of his family, continue at the Seat of Government for the present.

We feel a very sincere pleasure in noticing this Departure; because we cannot but remember the anxiety that not a long time since existed for the health of this esteemed Family, but of our respected Governor and his Lady in particular: and our readers, in reverting to the period we allude to, will, we have no doubt, be as forcibly impressed as ourselves with the merciful change which it has pleased the Divine Goodness to produce, and to render so evident at the present moment. We are sorry to add, however, that Lady Douglas, although sufficiently convalescent to undertake this journey, is yet, we understand, far from being perfectly recovered; it will therefore be easily conceived, how very gradual has been her Ladyship's release from her long and painful sufferings. We heartily trust this Visit may be productive of the beneficial consequences so much to be desired. His Excellency, we are happy to say, is in good health.

From the Montreal Gazette, June 12.

On Tuesday afternoon about two o'clock, HIS EXCELLENCY the EARL OF DALHOUSIE, GOVERNOR IN CHIEF, attended by the Hon. Col. RAMSAY A. D. C. and suite, arrived in this city in the Waterloo from QUEBEC. In a boat in attendance off the Masonic Hall, His EXCELLENCY embarked, and landed in the rear of that hotel, where he was received by the judges, magistrates, and other public authorities of this city, and by the cheers of the crowd there assembled. The ROYAL MONTREAL CAVALRY, under the command of Major GREGORY, lined the bank and received their COMMANDER IN CHIEF with the usual honors. Their appearance called forth the approbation of HIS EXCELLENCY. At the front of the Masonic Hall, the Grenadier Company of the 79th Regiment, under Captain FRASER, as a guard of Honor, saluted HIS EXCELLENCY on his arrival there. A royal salute was fired from the battery at ST. HELENS, the Brig Sophia fired nineteen guns, the Chambly and Hercules Steam boats, Cherub, and a number of other vessels in port, also saluted. The port had a grand and imposing appearance, from the number of colours hoisted by the vessels on this occasion.

HIS EXCELLENCY, we are informed, will remain in town till the close of next week.

We are extremely gratified to learn that in consequence of the recent intelligence that HIS MAJES-

TY has been most graciously pleased to nominate HIS EXCELLENCY the EARL OF DALHOUSIE to the high dignity of COMMANDER IN CHIEF in INDIA— which may deprive the citizens of MONTREAL of again being honoured with his presence in this City; it is proposed to invite him to a Public Dinner on Thursday the 19th instant, in order to mark the high sense they entertain of his public conduct and private virtues.

Sir JAMES KEMPT, with Capt. HAMILTON, A. D. C. and suite, were to leave QUEBEC for this place in the steam boat John Molson, and may be expected here about ten o'clock to-morrow morning.

By Proclamation of HIS EXCELLENCY the LIEUT. GOVERNOR, contained in last Thursday's Gazette, the Provincial Parliament is prorogued, to Saturday 19th July next.—U. C. Loyalist, June 14.

We perceive that the STAR repeats the rumour of Sir JAMES KEMPT's appointment as GOVERNOR-IN-CHIEF over these Provinces. We can only say, without denying its possibility, that no official information has been received here to that effect; and we know that the gallant officer in question has never authorized any such report. He will return to HALIFAX in the CHEBUCTOO.—Quebec Official Gazette, June 19.

The bodies of the 10 persons who were unfortunately drowned near Oak Point, on Sunday the 22nd ult. have all been found. Repeated efforts to recover them by dragging, proved ineffectual; but on Monday the 30th, several of them floated, and were found by persons watching for the purpose, at some distance and in different directions from the spot where the accident happened. The last was found yesterday morning. Seven of the bodies were removed and interred in the burying ground at Kingston, and three were buried at Oak Point.—City Gazette, July 2.

QUEBEC, June 2.

The following is Mr. Huskisson's answer, for His Majesty, to the Petition from the three Districts of this Province presented to the King:

"DOWNING STREET, 4th April, 1828.

"Gentlemen,
"I have the honour to acquaint you that I availed myself of the earliest opportunity of laying before the King the Petitions of the Inhabitants of certain Districts and Counties of Lower Canada, which you left at my office for that purpose; and His Majesty was pleased to direct that the proper steps should be immediately taken, for inquiring into the subject referred to in the petitions. I have the honour to be, Gentlemen,

Your most obedient Servant,

(Signed) "W HUSKISSON."

"Messrs. Neilson, Viger & Cuvillier,

JUNE 5.

It is understood that Mr. Belengar, Post Master of this city, will resign his office at the commencement of July, owing, we are informed, to the rigid nature of the new regulation as to accountability and income.

The Navigation Laws.—The New Times of the 10th, says—"We are happy to find, that on Tuesday night, General Gascoigne intends to call the attention of the Commons to the great diminution which has taken place in the number of British Seamen employed in the Merchant Service, since the alteration, and almost the abolition of the Navigation Laws. This decrease he estimates at upwards of 19,000. If the gallant Member, as we doubt not, can prove his case, it will show in a convincing manner, the real operation of the change and its ruinous tendency. Not only will it declare that British is rapidly superceded by Foreign shipping, but that the great nursery for our fleets, the foundation and main stay of our naval supremacy, is actually perishing away unsuspectingly in the repose and silence of peace, and that, should war at any time break in upon us, we should find ourselves disarmed of our strength, or compelled to seek for fresh elements, in the mercenary zeal and services of strangers! This is not a condition to which England, we trust, shall ever be reduced by the decree of Providence, or the changes of empires. Still less, should we hope, by the miscalculations and obstinacy of her statesmen, and her own carelessness. We therefore entertain no doubt, that, the case being established, the Minister most naturally interested in the maintenance of a system introduced under his auspices, will be the first to propose its revision and amendment.