

The Carleton Sentinel.

SAMUEL WATTS, Editor.

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Our Queen and Constitution.

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NO. 10

Select Tale.

INTO THE SUNSHINE.

"I wish father would come home."
The voice that said this had a troubled tone, the face that looked up was sad.
"Your father will be very angry," said an aunt, who was sitting in the room with a book in her hand. The boy raised himself from the sofa, where he had been lying in tears for half an hour, and with a touch of indignation in his voice answered:
"He will be sorry, not angry. Father never gets angry."

For a few moments the aunt looked at the boy half curiously, and let her eyes fall again upon the book that was in her hands. The boy laid himself down on the sofa again and hid his face from sight.
"That's father now!" He started up, after the lapse of nearly ten minutes, as the sound of a bell reached his ears, and he went to the room door. He stood there a little while, and then came slowly back, saying with a disappointed air:

"It isn't father. I wonder what keeps him so late. O I wish he would come!"
"You seem anxious to get deeper into trouble," remarked the aunt, who had only been in the house for a week and who was neither very amiable, nor very sympathizing toward children. The boy's fault provoked her, and she considered him a fit subject for punishment.

"I believe, Aunt Phebe, that you'd like to see me whipped," said the boy, a little warmly, "but you won't."

"I must confess," replied Aunt Phebe, "that a little wholesome discipline of the kind you speak of would not be out of place. If you were my child, I am sure you would not escape."

"I'm not your child; I don't want to be; father's good, and loves me."

"If your father is so good, and loves you so well, you must be very ungrateful, or a very inconsiderate boy. His goodness don't seem to have helped you much."

"Hush, will you?" ejaculated the boy excited to anger by this unkindness of speech.

"Phebe!" it was the boy's mother who spoke now for the first time. In an under tone she added:
"You are wrong. Richard is suffering quite enough and you are doing him harm rather than good."

Again the door-bell rang, and again the boy left the sofa, and went to the sitting room door.

"It's father!" he was heard gliding down stairs.
"Ah, Richard!" was the kindly greeting as Mr. Gordon took the hand of his boy. "But what's the matter, my son? You don't look happy."

"Won't you come in here?" and Richard drew his father into the library. Mr. Gordon sat down, still holding Richard's hand.

"You are in trouble, my son. What has happened?"

The eyes of Richard filled with tears, as he looked up into his father's face. He tried to answer but his lips quivered. Then he turned away, and opened the door of a cabinet, brought out the fragment of a broken statuette, which had been sent home only the day before, and set them on a table before his father, over whose countenance came instantly a shadow of regret.

"Who did this, my son?" was asked in an even voice.

"I did it."

"How?"

"I threw my ball in there once—only once in forgetfulness."

The poor boy's tones were husky and tremulous.

A little while Mr. Gordon sat, controlling himself, and collecting his disturbed thoughts. Then he said, cheerfully:

"Put the broken pieces away. You have had trouble enough about it, I can see, and reproach enough for your thoughtlessness, so I shall not add a word to increase your pain."

"O father!" and the boy threw his arms about his father's neck, "you are so kind, so good."

Five minutes later, and Richard entered the sitting room with his father. Aunt Phebe looked up for two shadowed faces, but did not see them. She was puzzled.

"That was very unfortunate," she said, a little while after Mr. Gordon came in. "It was such an exquisite work of art. It is hopelessly ruined."

Richard was leaning against his father, when his aunt said this. Mr. Gordon only smiled, and drew his arm closely around his boy. Mrs. Gordon threw upon her sister a look of warning, but it was unheeded.

"I think Richard was a very naughty boy."

"We have settled all that, Phebe," was the mild but firm answer of Mr. Gordon, "and it is one of our rules to get into sunshine as quickly as possible."

Phebe was rebuked, while Richard looked grateful, and it may be, a little triumphant; for his aunt had borne down upon him rather too hard for a boy's patience to endure.

Into the sunshine as quickly as possible! O, is not that the better philosophy for our homes? It is not true Christian philosophy? It is selfishness that grows angry and rebels, because a fault has been committed. Let us get the offender into the sunshine as quickly as possible so that true thought and right feelings may grow vigorous in its warmth. We retain anger not that anger may act as a wholesome discipline, but because we are unwilling to forgive. Ah, if we were always right with ourselves, we would often be right with our children.

A distinction and a difference.—Tompkins says the difference between a successful lover and his rival is, that one kisses his miss, and the other misses his kisses.

DRAFTING INMORAL.—There is a man in Lorain county, Ohio, who, having been examined by the drafting surgeon for various diseases, and pronounced sound as to all of them, left back upon the moral of the question, and declared a draft to be immoral and unconstitutional, because it was a game of chance.

Where do all scolding wives go? To Tar-tar-us of course.

"Daily Evening Mail."—A lover calling on his sweetheart.

General News.

THE QUEEN'S SPEECH.

Parliament was opened by commission on the 5th of February, when the following Royal Speech was read by the Lord Chancellor:—

My Lords and Gentlemen,—

Her Majesty commands us to inform you that since you were last assembled she has declared her consent to a marriage between his Royal Highness the Prince of Wales and her Royal Highness the Princess Alexandra, daughter of Prince Christian of Denmark, and her Majesty has concluded thereon a treaty with the King of Denmark, which will be laid before you.

The constant proofs which her Majesty has received of your attachment to her person and family persuade her that you will participate in her sentiments on an event so interesting to her Majesty, and which, with the blessing of God, will, she trusts, prove so conducive to the happiness of her family and the welfare of her people.

Her Majesty doubts not that you will enable her to make provision for such an establishment as you may think suitable to the rank and dignity of the Hereditary Prince to the Crown of these realms.

A revolution having taken place in Greece, by which the Throne of that Kingdom has become vacant, the Greek nation have expressed the strongest desire that her Majesty's son Prince Alfred should accept the Greek Crown. This solicited and important manifestation of good-will towards her Majesty and her Family, and of a due appreciation of the benefits conferred by the principles and practice of the British Constitution, could not fail to be highly gratifying, and has been deeply felt by her Majesty.

Let the diplomatic engagements of her Majesty's Crown, together with other weighty considerations have prevented her Majesty from yielding to the general wish of the Greek nation.

Her Majesty trusts, however, that the same principles of choice which led the Greek nation to direct their thoughts, in the first instance, towards her Majesty, will be guided them to the selection of a Sovereign under whose sway the Kingdom of Greece may enjoy the blessings of internal prosperity, and of peaceful relations with other states; and if in such a state of things the Republic of the seven islands should declare a deliberate wish to be united to the Kingdom of Greece, her Majesty would be prepared to take such steps as may be necessary for a revision of the Treaty of November, 1815, by which that Republic was re-constituted and was placed under the protection of the British Crown.

Her Majesty's relations with foreign Powers continue to be friendly and satisfactory.

Her Majesty has abstained from taking any step with a view to induce a cessation of the conflict between the contending parties in the North American States; because it has not yet seemed to her Majesty that any such overtures could be attended with a probability of success.

Her Majesty has viewed with the deepest concern the desolating warfare which still rages in those regions; and she has witnessed with heartfelt grief the severe distress and suffering which that war has inflicted upon a large class of her Majesty's subjects, but which have been borne by them with noble fortitude and with exemplary resignation. It is a consolation to her Majesty to be led to hope that this suffering and this distress are rather diminishing than increasing; and that some revival of employment is beginning to take place in the manufacturing districts.

It has been most gratifying to her Majesty to witness the abundant generosity with which all classes of her subjects in all parts of her Empire have contributed to relieve the wants of their suffering fellow-countrymen; and the liberality with which her Majesty's Colonial subjects have on this occasion given their aid has proved that, although their dwellings-places are far away, their hearts are still warm with unabated affection for the land of their fathers.

The relief committees have superintended with constant and laborious attention the distribution of the funds entrusted to their charge.

Her Majesty commands us to inform you that she has concluded with the King of the Belgians a Treaty of Commerce and Navigation, and a convention respecting joint stock companies. That treaty and that convention will be laid before you.

Her Majesty has likewise given directions that there shall be laid before you papers relating to the affairs of Italy, of Greece, and of Denmark, and that papers shall also be laid before you relating to occurrences which have lately taken place in Japan.

Gentlemen of the House of Commons,—

Her Majesty has directed that the estimates for the ensuing year shall be laid before you. They have been prepared with a due regard to economy, and will provide for such reductions of expenditure as have appeared to be consistent with the proper efficiency of the public service.

My Lords and Gentlemen,—

We are commanded by her Majesty to inform you that notwithstanding the continuance of the war in North America, the general commerce of the country during the past year has not sensibly diminished.

The treaty of commerce which her Majesty concluded with the Emperor of the French has already been productive of results highly advantageous to both the nations to which it applies; and the general state of the revenue, notwithstanding many unfavorable circumstances has not been unsatisfactory.

Her Majesty trusts that these results may be taken as proofs that the productive resources of the country are unimpaired.

It has been gratifying to her Majesty to observe the spirit of order which happily prevails throughout her dominions, and which is so essential an element of the well-being and prosperity of nations.

Various measures of public usefulness and improvement will be submitted for your consideration, and her Majesty fervently prays that in all your deliberations the blessings of Almighty God may guide your counsels to the promotion of the welfare and happiness of her people.

The ex-Queen of Naples, it is alleged, has at last decided to return to the world and join her husband, Francis II.; but, in accordance with the wish of her relatives, she will not pass at once from the cloister to the troubled life of a Court, and will consequently stay for some weeks with her family at Munich.

Lieut. Chas. H. Carrier, a young Canadian, has been transferred, as a mark of favor from the 100th Regiment to the 14th Light Dragoons.

The Emperor Napoleon's speech to the French Legislature, consisting of 1382 words, was transmitted by telegraph to the principle cities and towns of France in little more than twenty-eight minutes.

A canoe, formed from a single oak tree, has been found in dredging the Seine, above Paris. Seventeen pieces of Gaulish money, a knife, a flint, hatchet, and several pieces of pottery, were found in the same place.

It is rumored that some French bankers have tendered the Southern Confederacy a loan of seventy five million francs.

The harbor of Grand River, P. E. I., was clear of ice on the 27th January, and two whale boats arrived—an event unknown before.

A deserted and poverty-stricken wife at Oakenage, near Birmingham, threw her child down a pit shaft and then jumped after it.

The London Observer says that in April Mr. Gladstone will be able to announce an increase of income of more than three millions pounds.

Inter-Colonial Railway.

We commence the publication of the documents relating to the Inter-Colonial Railway, beginning with the correspondence prior to the Quebec conference in the fall of '62. From them our readers will understand, for themselves, how the matter stands on the surface:

The Governor General of Canada to the Lieutenant Governor.

Sir,—In a Despatch which I have received from the Duke of Newcastle, dated April 12th, 1862, containing the conditions under which her Majesty's Government propose to assist the Colonies in the construction of a Railway connecting Halifax with Riviere du Loup, His Grace mentions that he had sent at the same time identical Despatches to Your Excellency, and the Lieutenant Governor of Nova Scotia.

It is very desirable, in order to return a satisfactory answer to the Despatch in question, that the Ministers of the three Provinces interested—Canada, New Brunswick, and Nova Scotia,—should come to a distinct understanding as to the part which each of these Provinces will undertake in reference to the execution of the proposed work. I think this end will be best attained by a personal conference between the Members of the Administrations of the three Provinces. I am aware that it is the intention of Your Excellency to visit Canada at the beginning of next month, and I expect the Lieutenant Governor of Nova Scotia will be here about the same time. It appears to me therefore, that the time which I have mentioned offers peculiar advantages for holding the proposed consultation, and I shall feel much obliged if Your Excellency will arrange with such Members of your Administration as may be deputed to assist at the proposed conference, to attend at Quebec on Wednesday, September 10th, for that purpose. The question of Inter-Colonial Trade will probably be discussed at the same time.

I have addressed a Despatch of the same import to this communication, to the Lieutenant Governor of Nova Scotia. I have, &c.

(Signed) MONK.

Minute of the Executive Council in Committee.

To His Excellency The Honorable Arthur Hamilton Gordon, C. M. G., Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

The Committee of Council have had under their consideration a Communication of the Honorable General of Canada, inviting a conference of the Governments of Canada, Nova Scotia and New Brunswick, at Quebec on the 11th September next, to take into consideration the proposition of His Grace the Duke of Newcastle of the 12th of April last, relative to the construction of an Inter-Colonial Railway, and they advise Your Excellency to comply with the request of Lord Monk, and to appoint three Members of your Government as such delegation, and that they may be authorized to make such arrangement for the building of such Road, providing the liabilities to be borne by this Province shall not exceed thirty-five thousand pounds sterling per annum.

(Signed) JOHN MCILLAN, P. MITCHELL, W. E. PERLEY, G. L. HATHWAY.

Executive Council Chamber, Aug. 20, '62.

I am willing that the Delegates from New Brunswick may agree to any scheme for the building of a Railway from Halifax to Quebec, provided that the cost thereof do not exceed three millions of pounds sterling. I also consent to the capitalization of the interest thereon for such time as may be decided by the Delegates present. (Signed) CHARLES WATTERS.

20th August 1862.

Memorandum of the Honorable the Atty. General.

Memorandum or Statement which I request may be entered on the Records of the Executive Council:—

I make no objection to the Delegation appointed to proceed to Canada to confer with the Government of that Province and a delegation from Nova Scotia, upon the subject of an Inter-Colonial Railway.

This, I think, under the circumstances, could not well be avoided; but as a majority of the Council has determined to authorize the Delegates to assume, on behalf of the Province, not only the sum of £200,000, but the amount heretofore offered to aid in its construction, but the further responsibility of £150,000, I desire to record my protest against such a proposition, the reasons for which I have endeavored to impress upon my colleagues; and in the event of the Delegation making an arrangement which involves the extent of the liability authorized by these instructions, and the Government decide after their return to give effect to such an arrangement by legislation, I shall feel it my duty to adopt such a course as will relieve myself from the responsibility of the measure, and enable me to give opposition to a scheme which, in my judgment, is fraught with consequences highly prejudicial to the material interests and welfare of this Province. (Signed) A. J. SMITH.

20th August 1862.

MEMORANDUM.

The undersigned, representing the three Governments of Canada, Nova Scotia, and New Brunswick, have met to consider the Despatch of His Grace the Duke of Newcastle, dated April 12th, 1862, with reference to the Inter-Colonial Railway; and having given the very important matters contained in that Despatch their attentive consideration, are agreed:—

I. That whilst they have learnt with very great regret that Her Majesty's Imperial Government have finally declined to sanction the proposed aid in behalf of these Provinces in December 1861, and at previous periods, they at the same time acknowledge the consideration exhibited in substituting the proposal of "an Imperial guarantee of interest towards enabling them to raise by public loan, if they should desire it, at a moderate rate, the requisite funds for constructing the Railway."

II. That, with an anxious desire to bind the Provinces more closely together, to strengthen their connection with the Mother Country, to promote their common commercial interests, and to provide facilities essential for the public service, these Provinces as integral parts of the Empire, the undersigned are prepared to assume, under the Imperial guarantee, the liability for the expenditure necessary to construct this great work.

III. That the three Governments are agreed that the proportions of liability for the necessary expenditure shall be appropriated as follows, viz.:—five twelfths for Canada, and seven-twelfths to be divided equally between the Provinces of Nova Scotia and New Brunswick.

IV. That it is understood that the liability for principal and interest shall be borne by each Province to the extent only of the "proportion hereby agreed upon."

V. That, in arriving at this conclusion, the undersigned have been greatly influenced by the conviction that the construction of the Road between Halifax and Quebec must supply an essential link in the chain of an unbroken highway extending through British territory from the Atlantic to the Pacific, and in the completion of which every Imperial interest in North America is most deeply involved; and the undersigned are agreed that, to present properly this part of the subject to the Imperial authorities, the three Provinces will unite in an early day in a joint representation on the immense political and commercial importance of the Western extension of the projected line.

(Signed by the Representatives from Canada, Nova Scotia and New Brunswick.)

MEMORANDUM.

I. If it should be concluded that the work shall be constructed and managed by a joint Commission of the three Provinces, it shall be constituted in the proportion of two appointed by the Government of Canada, and one each by the Governments of Nova Scotia and New Brunswick, the four to select a fifth before entering upon the discharge of their duties.

II. That a joint Delegation proceed with as little loss of time as possible to England, to arrange with the Imperial Government the terms of the loan, the nature of the securities required, the amount to be paid for the transport of Troops and Mails, and, if possible, to obtain a modification of the terms proposed, to the extent of the interest accruing during the construction of the work.

III. That no surveys be authorized until the Laws contemplated shall have been passed, and the joint Commission appointed.

IV. That any profit or loss, after paying working expenses, shall be divided in proportion to the contributions of the several Provinces.

V. That such portions of the Railways now owned by the Governments of Nova Scotia and New Brunswick as may be required to form part of the Inter-Colonial Road, shall be worked under such joint authority as may be appointed by the three Provinces; that the rates collected shall be uniform over each respective portion of the Road; that all net gain or loss resulting from the working or keeping in repair of any portion of the Road, as constituted by Nova Scotia or New Brunswick, and to be used as a part of the Inter-Colonial Railway, shall be received and borne by the said Provinces respectively, and the surplus, if any, after the payment of interest, shall go in abatement of interest on the whole line between Halifax and Riviere du Loup.

Growth Lands required for the line or for stations, shall be provided by each Province.

(Signed) THOS. D'ARCY M'GEE, President Council. JOSEPH HOWE, S. L. TILLEY.

The Honorable the Provincial Secretary to the Lieutenant Governor.

To His Excellency The Honorable Arthur Hamilton Gordon, C. M. G., Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,—

Having been instructed by Your Excellency to proceed to England to join the Delegates from Canada and Nova Scotia, to arrange with the British Government the conditions necessary to secure the Imperial guarantee of \$3,000,000, for the construction of the Inter-Colonial Railway, I left Halifax on the 17th of October last, accompanied by Mr. Howe, the Delegate from Nova Scotia, and reached London on the 29th of the same month.

The Delegates from Canada expected to leave Quebec the week after Mr. Howe and I left Halifax, but were unavoidably detained, and did not reach London until the 20th of November.

Previous to their arrival, Mr. Howe and I were honored with an interview by His Grace the Duke of Newcastle.

We explained to him the nature of our arrangements at Quebec, but postponed the discussion of the conditions upon which the Imperial guarantee would be given, until the arrival of Mr. Sciotte and Howland, our co-delegates from Canada.

On Wednesday the 29th November, the Delegates from the three Provinces met the Duke of Newcastle, by appointment, at the Colonial Office; we then entered fully into the consideration of the whole question, stating the proportion of the cost of the Railway to be borne by each Province, and the mode of management proposed, and the decision of the Governments were to construct the Railway.

The arrangements made by the three Colonial Governments at Quebec were approved by His Grace.

It was also agreed that there should be three English maps made of the preliminary surveys, one of whom should be named by the Secretary of State for the Colonies.

The questions remaining to be settled were to be discussed with the Chancellor of the Exchequer.

At the suggestion of His Grace the Duke of Newcastle, Mr. Howland and I had an interview with Messrs. Hamilton and Anderson at the Treasury, on Thursday the 21st of November. We were informed by these gentlemen, that guarantees given to the Colonies by the Imperial Government were usually for twenty years, invariably with provisions for payment by a Sinking Fund; that the period at which the first payment to that Fund should be made, had on some occasions been postponed for a few years from the date of the loan, as in the case of the guarantee to Canada in 1842; and the same concession would probably be made to the Colonies, in the guarantee now sought.

We then stated our objections to a Sinking Fund. The Imperial Government generally invested these Funds in Consols, or in securities bearing a rate of interest less than is paid on unguaranteed Colonial securities; should we be compelled to raise any portion of the Sinking Fund by the issue of new Debentures, the difference between the interest paid and second-hand add what would be equivalent to one per cent. interest on the Loan.

As the Colonial Governments had assumed the whole cost of the undertaking, we thought the Imperial Government should take this into consideration, and give us the best terms possible.

Messrs. Hamilton and Anderson assured us that it was the desire of the Government, that we should be placed in the most favorable position to obtain the required funds, as evidence of which they stated that the Lords Commissioners of Her Majesty's Treasury, would act as the Trustees of the Loan and Sinking Fund; that they would issue Debentures for £3,000,000 sterling, (a form of which was then submitted) and pay the proceeds to the Colonial Governments as the work progressed. When asked what charge the Treasury would make, they answered "nothing but the cost of printing and filling up the Debentures."

This mode of raising the money cannot be other than highly advantageous, as it can be had upon more favorable terms than if borrowed on Colonial Debentures with the Imperial guarantee, and a large saving would be made by the Colonies in commissions, &c.

The Under-Secretaries of the Treasury said they would submit our views and arguments to Mr. Gladstone, and requested us to call on Saturday for an answer. They suggested that in the meantime we might consult the Financial Agents of the provinces and ascertain from them what rate of interest, upon Debentures drawn they had proposed, would ensure their sale at par, and whether Debentures, payable at 30 years or upwards, would command a higher price than if payable at 20 years.

On Saturday we called again, as requested, for the answer, Mr. Sciotte accompanying us, (Mr. Howland being out of London that day.) We were informed that Mr. Gladstone could not give an answer until he had seen the Duke of Newcastle, and had ascertained from him the nature of the arrangements entered into with His Grace, relative to the construction, management, &c. of the Railway.

We informed Messrs. Hamilton and Anderson, that we had consulted T. Baring, Esq., upon the points suggested on Thursday, and that he had promised to consult with the Messrs. Glynns and the Governor of the Bank of England, and would let us know the result.

(To be continued.)

A new mode of engraving bank notes has been brought forward, which cannot be photographed, nor be copied, nor produced again without the matrix, which is formed in kalidroscope fashion, so that it is to be handed to the custody of bankers who hold their own security.

TERMS OF THE CARLETON SENTINEL.
per annum, \$180, cash payment in advance. \$2 if paid within 6 mos. Clubs of 12, \$18, and one to the society of the club. Advertisements must be handed in on Thursday.

At or immediately before the end of each unpaid year, bills will be forwarded to subscribers, and such bills may be regarded as an intimation that unless immediately attended to the paper will be stopped, and proper steps taken to recover the amount of \$3, which is the price when not paid within the year.

The Carleton Sentinel.

SATURDAY, MARCH 7, 1863.

Post Office Department.

The seventh Annual Report of the Post Master General (Hon. James Steadman,) is before us. The postal service is one which touches more intimately perhaps, than any other, the social interests of our population. All must therefore be interested in it.

The net revenues for the year were \$46,582 33, being \$15 39 less than 1861.

Total expenditure \$60,854 31, being \$1,647 22 less than 1861; nearly one-half of this sum was saved by a new contract for carrying the Mails between St. John and Digby, and Windsor in Nova Scotia. This saving, it is represented, has been made without detriment to the public service.

Six new mail routes were established, four extended. Fifteen new way offices were established, and two were discontinued, viz., at the mouth of the St. Francis, and North West Bridge. Postage stamps to the amount of \$21,411 664 were sold, an excess of \$2,781 9 on 1861. There were 1,134,224 letters posted, and 792,948 received for delivery. The number of newspapers posted were 3,634,618, number received for delivery 2,028,377; \$124 17 was received from Parcel post; 11,057 registered letters were posted; less than in 1861 by 1,267; of registered letters 3 were lost, 1 from which the contents were alleged to have been abstracted. The number of letters, not registered, stated to have contained money and lost, or contents abstracted was 17. The number of dead letters returned to the Department was 12,666, among them were 76 of value containing \$224 21.

The Post Master General, while he states that it might not be advisable, at the present time, to impose a tax upon newspapers posted by publishers, and addressed to their regular subscribers, recommends that all newspapers posted (except by publishers) be charged 1 cent each, to be prepaid by stamp.

He also states that in future a charge of 2 cents will be made on all "drop letters."

He also recommends the introduction of the "money order system," with a view of affording further facilities, and greater security to the public for the transmission of money; and also that arrangements be made as soon as practicable, for the exchange of money orders with the other North American Colonies, and with the United Kingdom.

The total length of Mail routes is 2,807 1/2 miles; distance travelled per annum 712,286; cost per annum \$82,640 22; average pay per mile 4 4-7ths cents nearly.

Public Works.

We have received a copy of the Eight Annual Report of the Chief Commissioner of Board of Works, from which we make the following extracts, as most particularly interesting to our readers:

The gross expenditure during that period has been \$91,558 50, which classified as in the previous year, is as follows:—

1. The Great Roads and Bridges,	\$53,529 91
2. Internal Navigation,	9,188 97
3. Legislative Buildings, Hall and Room of the Supreme Court, Government Offices, and the residence of the Lieutenant Governor,	3,140 93
4. Lunatic Asylum and Provincial Penitentiary,	8,022 39
5. Inter-Colonial Communication,	10,760 00
6. Light Houses, Harbors, and Landings,	1,439 18
7. Departmental Expenses,	4,614 99
8. Payments connected with sundry Brick Buildings in Fredericton, held by the Government as security for Loans under the Local Act 14 Vict. Chap. 17,	853 11

\$91,558 50

The whole expenditure is about 32 per cent less than for the preceding year. Yet the reduced demand for labor which prevailed during much of the past season has been favorable to economy in the maintenance of the usual works, perhaps nearly in proportion to the diminished outlay. These circumstances may not however be expected always to concur; and the due preservation of the Roads, already under charge of the Board, added to the fact that the cost of labor in every year to be unavoidable, are for the present unfavorable to additional economies.

BULL CREEK BRIDGE.

The Stream of this name occurs on Road No. 14, about five miles below the town of Woodstock. The new Bridge will occupy the site of the old one, now thoroughly decayed. The total length will be 304 feet, consisting of the following subdivisions:—

Southern abutment,	20 feet.
Span,	44
Two successive piers and spans, of 15 ft. and 25 ft. each.	80
Causeway,	160

The roadway will be 20 feet in clear width, four feet in height above the highest freshet line, and level from end to end. The stream intersected is small, but the ravine is overgrown for its whole breadth by the high freshets of the River St. John to the depth of about 11 feet. The blockwork will be built of cedar, and the whole of the superstructure of pine or tamarac. The southern abutment, including a wing on the upper side of 50 feet in extent, is to be close built and filled with stone and gravel. The 44 feet span will be bridged by two side trusses of three panels each, 6 ft. 9 inches in height, supporting two swing-bridges 10 x 14, and six lines of floor timbers 6 x 10. Each of the 25 feet spans will be bridged by six equal-distant struts, 8 x 12, 28 feet in length, numbered 2 inches, and tied down at the ends. The several spans will be floored with 3 inch plank. The