

advance the trade and prosperity of the province; therefore, Resolved, That it is expedient to grant to any company that may hereafter undertake to construct the said Railway, an act of incorporation as favourable as that to the New Brunswick Railway Company; also to grant public lands sufficient for all the purposes of the said Railway, and public timber for the construction of the same; and also to grant from the funds of the Province the sum of £2,500 per annum, for ten years, the first payment to be made within three months after the completion of the said Railway; such payments to be made in manner aforesaid to any company now incorporated or which may hereafter be incorporated. Upon the question for sustaining this Resolution, the House divided—Yeas, 12, Nays, 7. And it was thereupon carried in the affirmative.

To the Lieutenant Governor the sum of £450 for Provincial Contingencies for the present year.

£200 in aid of individual subscription towards erecting a bridge across the Nashwaak river; a sum not exceeding £5 thereof to be allowed for exploring a site for the same.

£20 for improving the road on the west side of the Nashwaak river, from Mr Peters' down to the Mills.

To the Lieutenant Governor, a sum not exceeding £— towards the support of the establishment on Shelldrake Island, in the County of Northumberland, under the direction of the Board of Health for the Counties of Northumberland and Gloucester. Upon the question for sustaining this Resolution, the Committee divided as follows: Yeas—Hon. Mr Speaker, Hon. Mr Hazen, Messrs. Stewart, Hanington, Payne, Wark, Scoullar, J. A. Street, Taylor, Fisher, M'Leod. Nays—Messrs. J. Earle, Hill, Boyd, Brown, Thomson, Wilmot, Barberie, Allen, Partelow, End, Palmer, Jordan, Smith, S. Earle. And it was thereupon decided in the negative.

To Henry Livingston and John Welling, Overseers of the Poor, parish of Shediac, county of Westmorland, the sum of £6, amount expended by them in the support of a destitute emigrant, in the year 1845; to be charged upon the Emigrant Fund.

#### KENT BYE ROADS.

£10 Road through the Cocagne Cape from the Post road.

10 new road through the Cape near Herbert's.

20 road on the south side of the Cocagne river.

20 road and bridges on the north side of the Cocagne river.

10 from Cocagne river to the County line near Guegan's.

20 road and bridges from Cocagne river to the Ohio settlement.

20 from Buctouche river to Ohio river.

10 from the south side of Little Buctouche river to the fourth tier of lots.

15 bridge over Little Buctouche river below Doherty's mill.

10 road on the south side of the Little Buctouche river above Cutler's.

20 road on the south side of the Great Buctouche river.

25 from Coat's mill, on the north side of the Buctouche river, to the M'Laughlin road.

25 road on the north side of Buctouche river from M'Millan's upper line upwards.

25 road to Johnson's mill, from Beckwith's, and to the tier of lots in rear of the Indian land.

20 from Basterash's to Mill Creek; of which £13 is to be paid John M'Millan for work done on the bridge over Robecheax Creek.

10 from the Post road to the second tier of lots.

10 road leading to the head of Buctouche Bay from the Glenelg settlement.

15 from the head of the Chockpish river to the East branch.

25 bridge over the Chockpish river, below Johnson's mill and road to Mark Myer's.

10 from Mark Myer's to Little Chockpish river.

10 from the Lower Village toward M'Gowan's.

10 from New Galloway to the East Branch.

15 road on the east side of the East Branch of the Nicholas river and bridge over Smelt brook.

45 from Richibucto to the Lower Village and bridge over Atkinson's creek.

20 bridge over Galloway creek.

7 10 from the Village road to the Allan settlement.

10 from Irving's, at Spring brook, to James Cochran's side line.

10 from Chapel point to the west side of St. Nicholas river.

10 from Chapel point to Thomas Graham's creek.

20 from the Main river to the west branch of St. Nicholas river.

10 road on the south side of the Richibucto river.

5 road on the east side of the south branch of Nicholas river, and to pay Philip Murky 30s for work done on that road.

15 road on the east side of the Coal Branch.

10 road on the west side of the Coal Branch.

15 from the Coal Branch to the Main river mill.

10 from the Main river to Bass river, by the Harley line.

10 road on the south side of the West branch.

75 from Mill creek to Bass river, of which £23 to be paid to William M'Williams for building Molus river bridge and 41s. 6d. to John O'Mara for work done on the road under John Carruthers.

10 road to the new settlement, North West river.

20 bridge at the mill on the road leading up the North West river.

20 road on the south side of the Kouchibouguac.

20 road on the north side of the Kouchibouguac from Powell's mill up.

12 10 road up Kouchibouguac river above the Post road, north side.

12 10 road up Kouchibouguac river above the Post road, south side.

20 from Kouchibouguac river to point Sapine.

20 from point Edward up the north side of Kouchibouguac.

10 from Kouchibouguac to Major Kollock's bridge.

20 south side of Kouchibouguac.

10 from point Sapine to Escuminac.

20 from Little river to Taddy Babino's line.

## Colonial News.

### New Brunswick.

St. John Courier, April 11.

The Steamship *Robert Rankin*, returned from her first voyage to Boston this season on Tuesday morning last, with a full freight, and a number of passengers, after an absence of only seven days and eight hours. She made the run to Boston in thirty-six hours, and was forty-two hours on her return. This certainly promises a speedy and constant direct communication between St. John and Boston, and we trust the spirited proprietors of the *Robert Rankin* will be well rewarded for their outlay.

The steamer *North America*, (Captain Brown) made her first trip to Annapolis and Digby, this week, and performed in good style. Yesterday she proceeded to Eastport on a pleasure-trip, when a large number of our citizens availed themselves of the Holiday to pay a visit to the Eastern part of the territory of King Polk.

On Thursday morning, the steamer *New-Brunswick*, Captain Wylie, started for Fredericton,—the first boat of the season. This is said to be about ten days earlier than the navigation of the river St. John was ever before known to be open in the Spring.

Woodstock Telegraph, April 4.

**The Freshet.**—This week we have the melancholy duty of recording an unprecedented destruction of property on the Saint John, occasioned by the late rains breaking up the streams, and carrying out the ice, which has resulted in losses to such an extent as were never before witnessed in this country. The following are all the particulars that have yet reached us.—Above Woodstock, the Arestook Bridge—the Bridges over the Big Presque'Isle the Little Presque'Isle—Bridges in the neighborhood of Kearney's, Shaw's, and Boyd's the latter five within the distance of six miles, so that travelling is very much impeded. The Supervisor, Jas. Ketchum, Esq., who, immediately on the receipt of the intelligence of such losses, repaired to the scenes of destruction, has, we understand, made arrangements for the speedy repair of the Bridge over the Big Presque'Isle. This is a very judicious measure, as from the acclivity of both banks of that river, it would be almost impossible to travel in that direction with carriages, and in the summer season the stream is generally too low for ferrying. The ice made several halts on its way down without doing any serious injury until Friday week last, when it jammed on the Little Presque'Isle Island, and in a short time, submerging houses, and obliging the inhabitants to escape for their lives. A family of the name of Sewell were obliged to fly in the same manner; after having left, Mr Sewell, it appears, recollecting that he had some valuable papers that he was afraid might be lost, started with four others in a canoe, for the purpose of securing them. Getting into the canoe from a window, the only means of admission, it overturned, and melancholy to say, Mr Sewell and a young man named Campbell were drowned—the other three having a narrow escape for their lives. It is said that had the party remained in the house ten minutes longer they could have walked out, such was the rapid manner in which the water fell when the ice gave way. This is the only loss of human life that we have yet heard of. There was no dwelling

house removed that we know of. Three small barns were seen floating down the stream; who they belonged to has not been ascertained. The ice came in contact with a wharf belonging to Mr John Beardsley, of Woodstock, knocked out a number of the logs, and a building occupied as a store was only prevented from being precipitated into the river by the falling of the water.

Below Woodstock, five important bridges are gone, namely, those over Bull's, Kelly's, Miles's, Garden's, and Long's Creeks. Gibson's saw-mill is destroyed; the same gentleman had a barn overturned, and another moved from its foundation.—The dwelling house of Mr Guiou, Naskawick, is destroyed. Further down we hear that the houses and barns of the following gentlemen have been swept away with the mighty current, viz., Mr M'Elroy, on Long Island, Mr Kelley, and Mr Murserall, sixteen miles above Fredericton.

Meduxnikik stream broke up last week, and the ice moved off without doing much injury in this neighbourhood; A bridge about six miles above here was carried off. Fears were entertained for the safety of the bridge in this village, but it remained firm. It is the general opinion that its preservation is mainly owing to a few piers built a short distance up the stream by the Meduxnikik Boom Company, that broke up the ice in small pieces, so that no large body could come in contact with the bridge. We have no doubt that heavy piers properly loaded, and advantageously situated in such a stream as the Arestook would effectually prevent any ordinary rise of water, at least carrying away another bridge. The experience of this season has fully convinced us that with proper precautions bridges can be made to stand. True, it will be attended with more expense yet not so much as having to make appropriations for rebuilding every three or four years.

St. Andrew's Standard, April 1.

In consequence of the late heavy rains, and the ice breaking up in the rivers, much damage has been done in Charlotte county. We learn that the old bridge at St. George has been swept away; a new mill belonging to Daniel Gilmore, Esq., at the Upper Falls has shared the same fate, and the boom has been carried away. All the bridges between the Upper and Lower Falls, with the exception of the two bridges at the lower village, have been destroyed. The old bridge on the St Stephen road at Cormick's mills, has been swept away, and the new bridge at Waweig has lost several feet. The roads are almost impassible throughout the county, and on the American side they are equally as bad,—three mails being now due at the post office here from Boston, &c.

### Canada.

Quebec Gazette, April 1.

The weather here for some time past has been unusually mild, and the ice and snow are fast disappearing from the streets and the surrounding country. The ice-bridge opposite to Carouge still holds, we are informed, and persons continue to cross, although it has become very unsafe. It is said that the space between Three Rivers and the Lake is quite clear, and that the Lake ice and that upon the river, Nicolet had given indications of moving on the 26th.

Much apprehension is beginning to be experienced for the yield of maple sugar this season, owing to the absence of frost by night and clear sunshine by day. During the past night, we have had a smart frost, and the atmosphere has been unclouded throughout the day. A continuance of such weather would yet do much to redeem what has been lost through the late unfavourable weather, by this branch of agricultural industry.

A schooner arrived here this morning from L'Islet with provisions.

### Prince Edward Island.

Charlottetown Royal Gazette, March 31.

**The Weather.**—The remarkable and rapid change of weather which we have lately experienced, from the intense cold of winter to the genial mildness of spring, has been so entirely unprecedented, within the memory of the present inhabitants of this Island, that we cannot omit to record it. From an early period in January until the middle of the present month, an unremitting frost prevailed, and during the greater part of that time the thermometer ranged from 0, to 18 degrees below. The wind seemed fixed as it were to the N., varying a few points E. or W.—but after the change, once took place the thaw continued as

unchanging as the previous frost, and we are now favored, not only with streets denuded of snow, but dry and comfortable for walking—and the harbour, which seemed lately as if it were destined to be sealed up until May, completely open, the rivers having during the high tides of last night cleared out the remainder of the pans and loose floating ice. Should we be blessed with a continuance of the same weather, for a few days longer, the ploughs may be put in operation, at a much earlier date than has been known since 1831.

### Nova Scotia.

Halifax Morning Post, April 13.

**Late from Texas. A Speck of War.**—The steam-ship *Galveston*, Capt. Wright, arrived at New Orleans on the 14th ult., bringing important information from the army of occupation in Texas, to the 12th.

The main body of Gen. Taylor had marched towards Brazos St. Jago, and the last regiment, with Gen. Taylor and his staff, was to leave on the 12th inst. There were rumours that a large force of Mexicans had been concentrated to oppose Gen. Taylor's force, and these produced considerable excitement. The United States' troops were in the highest spirits in expectation of a conflict with the enemy.

Gen. Taylor had issued peremptory orders for a strict regard of the civil rights and religious privileges of all inhabitants of the country through which the army were to pass, and of his intention to purchase of the people every thing required by the army at the highest market prices. The whole available force was concentrating on the left bank of the Rio Grande, in the anxious expectation of a skirmish with the Mexicans.

**The Oregon and War.**—On our first page will be found an able speech of the Hon. Daniel Webster. This was preceded by a speech of Mr. Calhoun—a masterly speech recommending compromise. Whatever may be Mr. President Polk's policy, one thing is certain that some of the ablest men in the United States are in favour of reasonable measures. A short extract will show Mr. Calhoun's temper:—

"I am now," said Mr. Calhoun, "for compromise against war. My past life will prove that I have no fears of war; but I oppose it as the great enemy of all good. Wars are sometimes necessary, but not between us and England upon a question like this. She can do us the greatest good in peace, and the greatest harm in war. A war would leave us with a debt of at least \$750,000,000, and a worse paper currency than we had in the Revolutionary war. The blood that would be spilt, and the property that would be lost, we could survive, but not the terrible blow to our social and political relations."

### West Indies.

Halifax Morning Post, April 9.

**Late from Barbadoes.**—A slight shock of an earthquake was felt at Barbadoes on the 18th of February.

Great excitement, says the *Globe*, has taken place on account of the nightly attempts to fire the town, some of which have been successful—all the respectable inhabitants are enrolled as special constables, under oath to perform nightly patrol. This is strongly resisted by a mob of 300, who it seems are determined to resist to the knife. The Governor in consequence of the very frequent attempts to fire the town, has issued a proclamation, and offers large rewards for the detection of the incendiary. The military has been turned out until the present cause of alarm has subsided. It is stated that to rob the stores during these alarms is the principal aim of the villains. Several fires have taken place on plantations, but fortunately were got under. The engines are in a very bad state, not one fit to work—consequently the fires are all to be put out by hand. Water also is very scarce, having not had rain for several months on a stretch, so much so that hardly a drop of water can be got in the town. The reports from the country around intimate that sugar making is progressing with much activity, and that the yielding continues to improve. The Jail at St. George's is in such a bad state, owing to the partitions in the cells being so slight, the prison is constantly a scene of riot and confusion, caused by the prisoners keeping up a general conversation.

A vessel had arrived from Calcutta in 113 days, with 241 men, and 47 women. (Coolies) sixteen of whom died on their passage.