

£5 for the road on the north side of Black River, from the Bridge to the residence of F. M' Rae.

£5 for the road from Point Aux Car to Black River, opposite Saint Stephen's Church.

£70 for a Bridge across Taylor's Creek, in Napan.

£5 for the road from the Richibucto Road to the upper Settler on the north side of Black River.

£5 for the road leading to the upper Settlement on the little Black River.

£5 for the road leading from the road to Escuminac to the upper settlement on the westerly side of Eel River.

£25 for the road from the rear of Hanney's clearance to the Wellfield Settlement; £7 10s. of which sum to be expended on the branch leading to the residence of Martin Glynn and Denis Brady, and £7 10s. for the branch leading to the residence of John Morrison and others, and three shillings and four pence to be paid to George Johnston, balance due to him as Commissioner for 1846.

£80 towards the erection of a Bridge across O'Beair's Creek, and towards improving the road from Bay Du Vin River to Eel River.

£10 to open and improve the road from M'Jannis Creek towards the Gardner property on the Bay Shore.

£5 to explore and open a road from the Wellfield Settlement towards the Richibucto Road, near the residence of James Lynch.

£5 for the road from the Richibucto Road, west side, towards the residence of John Cameron.

£10 towards improving the road from the north side of Eel River to the Hardwood Ridge, near Sargeant's Settlement.

£5 to improve the road from Angus Sinclair's up to Folie's Mill, thence on the west side of the Little Branch of Black River to the upper Settler.

£10 for the road from the rear of the first Concession of Lots fronting on the Miramichi River, and extending back from the residence of the Reverend Samuel Bacon to the third tier of Lots.

£15 for the road in the rear of the front Lots in Chatham, commencing at John Henderson's upper line, back to Thomas M'Donald's, and from thence to the Nelson line, and from Carroll's, in the rear of the second division of Lots, upwards, until it reaches the line joining the Parish of Nelson.

£5 for the road below the residence of John Murdoch to the Napan River, near Alexander Murdoch's residence.

£5 for the Bridge at Chatham Head.

£15 for the Bridges between Flett's Cove and Barnaby's River.

£10 for the road from the rear of Sutton's Barn to the Oates's Settlement.

£10 for the road from Murphy's, on the Nowlan Road, to Wilson's, on the Sutton Road, between the Barnaby River Road and the Nowlan Settlement.

£15 for the road from Nowlan's to Ryan's, thence to Murphy's and from thence to the road leading along Barnaby's River.

£10 for the road in the rear of Nowlan Settlement through the M'Namara and Wallace Settlements.

£10 for the road on the east side of Barnaby's River to Hutchinson's Farm.

£40 for the road from Barnaby's Mills to Tobin's Farm, thence towards Indian Town.

£40 for the road from Saunder's Grist Mill to the Settlement on the right hand Branch of Barnaby's River.

£5 for the road on the south side of Barnaby's River to the Semiwagon Ridge.

£5 for the road from Flett's Cove to the Nowlan Settlement.

£20 for a Bridge across the Semiwagon River, on the road leading to the Semiwagon Ridge, and for the improvement of said road.

£10 for the road from Jared Bett's to the Lower Williamstown Settlement.

£5 for the road from Phillip Kelly's to the Highway.

£30 for the road from Beaubair's Point to Cuppage and White's.

£10 for the road leading from M'Tavish's lower line to the School House on the Williamstown Settlement.

£10 for the road from the Ferry opposite Hutchinson's, on the North West, to the South West Branch of Miramichi, through the Williamstown Settlement; £1 6 4 of which to be paid to David Crocker, being a balance due to him as Commissioner for 1846.

£20 for the road from Cuppage and White's, through the Indian Tract, to James Holmes' Farm, on the Little South West; £4 18 2 of which to be paid to the said James Holmes, being a balance due to him as Commissioner for 1846.

£10 for the road from James Johnston's, on the North West, to John Men-

zies' on the Little South West, thence up the Little South West, on the north side, to Felix Mackie's Farm.

£10 for the road on the south side of the North West, from M'Mahan's Farm, to Henderson's and Estey's.

£20 for the road on the new line of road from Matchet's, towards the Peabody Farm.

£45 for the road from Newcastle to Chaplain Island; £35 of which to assist in completing this road from Trout Brook to the Copp Settlement, North West, agreeably to the road as laid out last year.

£25 for a Bridge across the Little Sevoile.

£15 for a Bridge across the North West Mill Stream, and to improve the road from Oxford Cove to Matchet's Cove.

£40 for the road leading from Cumming's Farm to Flynn's and Allison's.

£10 for the road on the Bank of the North West, from Wat's Farm to Hutchinson's Ferry.

£5 for the road on the upper side of the North West Mill Stream, to Curry's and Curtis' Farm.

£5 for the road from the rear of the lower line of George M'Kay's to the lower line of Sinclair's and Clerk's Farm on the North West Mill Stream.

£20 for the Wild Cat Brook Bridge.

£40 for the Copp Settlement to the Chaplain Island Road.

£40 for the road on the north side of Renous River, from Indian Town to James Donaldson's Farm.

£20 for the road from John Gowan's, at the mouth of the Dungarvon, to Bartholomew's Mills.

£20 for the road from the lower Settlement in Dungarvon, through Bassiet's clearance, to the road from the mouth of Dungarvon, leading to Bartholomew's Mills.

£40 for the road from Bartholomew's Mills to the Bredalbane Settlement.

£25 for the road from M'Laggan's Mills, on the north side of Bartholomew River, a distance of seven miles, thence crossing the River to the south side, a distance of seven miles; of which £5 8s. to be paid to Alexander M'Laggan, being a balance due to him as Commissioner for 1846.

£25 for the road from Bartholomew's Mills to the Forks on the north side of the South West.

£15 for the road on the south side of the South West, from Indian Town to the Forks on Cain's River.

£50 for the road leading from Cain's River to Sabbie's Mills.

£15 for the road from Sabbie's Mills to the Horse Shoe on the south side of Cain's River.

£15 for the road from the Horse Shoe in Cain's River to the Main South West, agreeably to Sadler's Line.

£10 for the road from John Donald's, on the South West Branch of Miramichi till it strikes the road to the Settlement on Cain's River, coming out on the South West.

£10 for the road from Patrick She-mock's, on the north side of Cain's River, to the Upper Settlement at Whalan Brook, a distance of thirteen miles.

£13 for the road from Blissfield Mills to the Hovey Settlement, through the Price and Hovey Settlements; 1 17 10 of which to be paid to James L. Price, being a balance due to him as Commissioner for 1846.

£13 for the road from the upper Settlement on Bartholomew's River to the South West Branch of Miramichi, coming out near De Cantlobe's; 13s. 5d. of which to be paid Alexander Brown for so much due him as Commissioner in 1845.

£15 for the road from opposite Boiestown, on the north side of the South West, to the easterly extremity of the Parish of Ludlow.

£5 for cutting down the steep hill between Taxes River Bridge and James Fairly's Farm.

£10 for the road from M'Allister's, on the south side of the South West of the Miramichi, to Hogan's Farm.

European News.

From Wilmer and Smith's European Times, April 4.

The most important event since the departure of the Hibernia is the decline in the price of provisions, the corn markets are receding in every direction, and in some descriptions—that of Indian corn for instance,—the fall has been astounding. The price has receded about 24s. The rapid rise in this species of food surprised many persons, and, even in the judgment of the uninitiated, exceeded the necessities of the case. Flour,

like Indian corn has sustained a considerable fall; and the existing depression can hardly fail to be increased by the fine spring weather we are now enjoying, which foreshades an early and prolific harvest.

The circumstances at which we have glanced have arisen from two causes—first, the large arrivals of vessels from various quarters of the world, laden with provisions of every kind; and secondly, the alarm which the speculators on the one hand, and the farmers on the other, have manifested in pressing on a falling market. That a comparatively high range of prices will rule until the result of the next harvest is known, seems, in the nature of things, certain. We say "comparatively high," for with the notorious dearth, in various parts of Europe no other result can be anticipated. The prices will be high enough to remunerate importers, though probably not so high as to answer the expectations of the speculators who bought late, and ordered largely at the turning point of the market. The capacity of America to supply the old country with provisions is only limited by the capacity of shipping to convey them to our shores. Russia has also abundance of corn in her granaries, which is now finding its way to the ports on the Black Sea for transmission to Western Europe. From the Mediterranean also, the grain ships have had quick passages, but the supplies have come from countries that will send no more, owing to the prohibition of their governments. Upon the whole, the food prospects are much better than they have been any time during the last few months. Commercial enterprise is equal to any emergency.

In connection with this subject may be noticed the General Fast, which was so rigidly observed in these Islands on Wednesday week. All business was suspended; shops and offices closed; churches and chapels opened; and even the "chosen people" collected in their synagogues to pray that the uplifted hand of Omnipotence might be stayed. This fast has been severely assailed in the spirit of mundane criticism. One of the blessings of liberty in an enlightened country is, that the individual expression of opinion can be safely permitted, even on so delicate a subject, without danger to public morals. Without entering into the theological bearings of the question, it will be conceded that there is something morally sublime in seeing millions of creatures on a given day and hour, thus prostrating themselves before the Throne of Grace. The humility of the act is beautifully imposing, even in the estimation of those who question its efficacy. The different places of worship in most of the large towns were better attended, it is said, than on the ordinary Christian Sabbath.

The principal interest of the Parliamentary proceedings relate as usual to Ireland. The battle in the popular branch of the Legislature is still a poor law for that country. The Government measures have been debated at great length, and amid much opposition. The amendments have been various, but most of them has shared the fate which they deserved—defeat; and in too many instances, the cloven foot of interested selfishness has been visible. The object of the dissentients has been to make the measures as worthless as possible, and to throw as heretofore, the burden of supporting the poor of the sister kingdom on the people of England. The Irish landlords instinctively recoil at contributing their fair share. But the bill is now safe—so far at least, as the House of Commons is concerned. The bill has gone through its most critical stage—the committee and the third reading, will take place after the recess. In the house of Lords there is no reason to believe that it will fare worse than in the more democratic house. The calamity which has overtaken Ireland, will, when the present storm has been blown over, prove a permanent service. A better system will supersede the one which has entailed so much misery on the wretched inhabitants; and when the lords of the soil find that they must do something towards the support of the poor—when relief becomes compulsory, and not optional, the owners of property will have the strongest pecuniary inducement to raise the condition of the pauper by means that will prevent him from becoming a burden to the community.

Lord Merpeth has introduced an important bill into Parliament, which proposes to establish a Board in London for promoting the health of towns, and regulating all measures bearing upon that object. The bill purposes to secure for the poorer classes in the great communities, the advantages of improved air, light and water.

The commercial world is deeply interested in the select committee which is now sitting on the Navigation Laws. A section of the shipowners are in favor of these laws, but the great body are either inimical, or indifferent to their continuance.

Great events on the Cheshire side of the Mersey will take place on the 5th. The first Birkenhead dock will be opened with an *eclat* becoming the occasion. Arithmeticians have puzzled their brains at various periods to show by the force of figures, the astounding extent of the national debt—that debt which is said to hang like a millstone round the neck of the riches: people in the world. By the way, the simile is not happy, for the said millstone, instead of being a 'drag,' or typical of it, goes whirling round, constantly producing wealth like people it is said to bow to the earth. But if a clever calculator wished to startle the world and show how small national debts are when put in comparison with the value which the commerce of the world throws upon the waters of the Mersey, he would take the history of Liverpool during the last fifty, or even thirty years. The result would vindicate the ability of commerce, in a country like England, to meet every engagement—to anticipate the most extravagant expenditure.

The state of affairs in Spain is serious—nay, alarming. The plot thickens—the work goes bravely on. The young Queen and her husband—young in years each, and in matrimonial felicity—instead of being *one*, are two, distinct in soul, sympathy, character. They have a feeling in common. Had they enjoyed wedded life half a century they could not evince more indifference to each other. Royalty, unhappily, knows no exemption from the ordinary failings of humanity. The "accident of a chance" makes a youthful, and not over wise or discreet, lady, the sovereign of millions—people once proud, and still gallant and sensitive. Her follies provoke disgust; and that "divinity," which the great bard of nature tells us, surrounds the throne, is insufficient to exempt her from the insults of her Ministers, and, according to present appearance, the contempt of her subjects. It is said the affections of the Queen have been transferred from her husband to a handsome young cavalier, one General Serrano, who is in high favour at court, but in disgrace with the ministry. The latter, to get him out of the way, ordered him to join his regiment; he refused, secreted himself and was abetted by the Queen in his insubordination. In this state of things all eyes are turned to France. Louis Philippe is charged with having foisted, through his Madrid representative, an imbecile consort on Isabella, in order to pave the way for the accession of his daughter-in-law, the Duchesse de Montpensier; and, assuming the charge to be correct, the leading organs of the English press are firing away paper pellets at the old man in the Tuileries, as furiously as if the fate of the two kingdoms depended on the intensity of the literary warfare. That female Marplot, Queen Christina, dreading the coming storm, has left her daughter's dominions to take refuge with the King of the French. Meanwhile, another Carlist insurrection is threatened; and the son of Don Carlos will make an effort, at the point of the bayonet, to supplant his fair cousin. It is a melancholy specimen of family intrigue and double dealing; and the world in amazement, looks on wondering what can happen next. When things come to the worst they must of necessity mend, saith the proverb. The present state of Spain is a reproach to civilisation. The fear is, that the impending explosion may embroil neutral parties, and that the flames may produce an European war. The materials are all prepared, the train only requires firing, and then, as the Scaramouch, in the circle of the circus, says—"we shall see what we shall see!"

The position of the Bank of France has been long known to be critical. But who could have imagined that aid would come from Russia? The King of the Barchades and the Czar of the North, are doing business together as comfortably as if the one never professed liberty, or the other never practised despotism. The Emperor has more gold than he knows how to invest profitably; more corn than his subjects are enabled to consume. The citizen King wants both—and both are coming from a quarter which has taken the commercial as well as the political world by surprise. By the loan of two millions sterling from St. Petersburg to Paris, the value of money will rise in Russia, the price of grain will fall in France; and if the transaction involved no other consequences, people could