

line between P. J. N. Dumaresq and Ferdinand Robicheau; including a bridge over a brook on said road.

10 to improve the road from Mrs Sivret's towards St. Simcon's Inlet.

15 for the road on the line between Lots 10 and 11, granted to Peter Theriau and Dominick Pinnett, to the 3rd concession.

10 to improve the road leading up the south side of Caraque River.

7 10 to improve the Whilton landing.

10 for the road to the St. Paul Settlement.

7 10 for the road and landing on the line between Eustas Domain and Thomas Terrio.

30 for the road to the Black Rock settlement.

5 to improve the road leading to Little Pokeshaw.

7 10 to improve the road and landing at William Kerr's.

5 to improve the road and landing towards Big Cove.

5 to improve Sisk's landing and open the road from the same to the main road.

10 to open a road on the line between Simon Ahern's and Daniel Ahern's, from the landing towards the 2nd concession.

20 to open a road from James Murphy's to the back settlement.

23 to improve the Hickson landing; out of which the sum of \$18 15s. to be paid Wm. Hickson, a balance due.

5 for the Hornbrook road.

30 for the Janeville road leading to the back settlement.

5 for improving the approach and landing to the shore at the end of Janeville road.

16 to Matthew Carruthers, amount due him for exploring a road from Tracadie towards Bathurst.

10 for the road on the south side of the Big River, from the great road towards the rough water, to the second concession.

27 10 to improve the road from Bathurst towards the Pabineau Falls.

25 for the Little River road.

25 for the Middle River road.

15 for the road from St. Anne's towards Rose Hill.

10 for the road on the south side of Tatagouche river, from Calnan's Hill to the school house.

10 for the road leading to the Rose Hill settlement.

5 for the road from George's farm downwards.

10 towards building a bridge on the road near Benjamin James's.

50 for finishing the Tatagouche bridge, and improving the approaches at Blackstock's Mills, out of which the sum of £39 to be paid Matthew Carruthers a balance due him.

5 for repairing a bridge on Peter's River, on the rear of Armstrong's land.

15 for the road on the line between Louis Asche and Jean Morrison to the Dunlop Settlement.

10 for the road from the main Dunlop road to Joseph Doucet's, on the mill tract.

10 for the road between the mill tract and Antoine Chamberlain's, leading to the Upper Dumfries settlement.

7 10 for the road from the main Dumfries road leading from Fraser's on the McLean line to the Louisa settlement.

10 from the main road on the line between Roi and Commeau to the Gleanire settlement.

7 10 for the road from the main Gleanire road to Johnstown Settlement.

7 10 to open and improve the road on the line between Joseph Roi and Joseph Commeau to the shore.

15 to improve the Arseneau road and building a bridge over a brook on said road.

10 to open a road on the line between E. Baldwin and C. Commeau to the shore.

10 for the road on the north side of Elm Tree river to the St. Joseph settlement.

10 to open a road on the line between John Lannen, Sen., and John Lannen, Jun., to the 2nd concession.

7 10 for the road on the line between Thomas Murphy's and John Healy's.

7 for the road on the line between Muloughny's and Michael O'Neil's to the shore.

5 for the Egan road at Green Point to the shore.

7 for the road on the line between James Gathreth's and Hugh Chalmers' to the 2nd concession.

7 for a road on the line between James Shannon and John Clancy.

5 for the Hodgen road.

9 for the road on the line between Hamilton Chalmers and Michael Shea to the shore.

9 for the Chalmers road to the second concession.

5 for the McCurdy road to the shore.

The wreck of the Resolution, sunk in the Thames at Northfleet, has been blown up by a charge of 500 lbs. of powder, ignited by a galvanic battery.

The Cork contested election cost Mr Scully £5,000, and Mr Frewen £7,000.

THURSDAY'S MAIL.

GREAT FLOOD!—LOSS OF LIFE AND PROPERTY!

The steamship *El Dorado* arrived at New York on Monday last, with 214 passengers, and \$800,000 in gold dust, bringing dates to the 15th March. The steamer *Daniel Webster* also arrived the same day, with San Francisco dates to the 17th, two days later.

A tremendous flood had occurred in California overflowing Sacramento, Marysville and Nevada. Several lives are reported to have been lost. The American papers state:—

The most important intelligence by this arrival is the great freshet in the interior of California, caused by the late rains. The loss of property however, is not so great as it was on a former occasion last year. Sacramento was overflowed in consequence of the crevasse on the levee, as was also Marysville. In the former city, comparatively little damage was done, for the reason that the inhabitants were prepared for an inundation, and as the waters rose and gained upon them they removed their property to more elevated positions. They therefore suffered more inconvenience than actual loss. Marysville, on the other hand suffered a great deal, and her loss is estimated at \$150,000. The greatest loss is sustained by the farmers on the low lands, and by the owners of bridges leading to the mines. The crops are not so much injured as it was feared they would be.

At Nevada the flood has been very serious. Two quartz mills, the theatre, and Empire hotel, have been washed away; many other houses have been washed down, and considerable damage sustained by the merchants.

The bridge at Coloma and Salmon Falls have been carried away, and it is feared that every bridge on the South and middle Forks of the American River have shared the same fate. The country between Sacramento and the mines is utterly impassable.

At Marysville and Nevada the flood was running high on the 14th, and in the former place nearly all the goods were represented as being on the side walks, and the stores to let.

A letter from Coloma states that 13 persons were drowned, endeavoring to save some timbers on the Middle Fork.

The mines continue to yield well, the drought being at an end, and the gulches and ravines in the interior being filled with water.

The miners are busily engaged in washing the earth they had dug, and from which they could not extract the gold for want of rain. They are in the best spirits, and their returns thus far are very flattering. It is confidently expected by intelligent persons who have given attention to the subject, that the yield of gold this season will exceed that of any former year. A greater number of persons have been at work, and a larger quantity of earth has been dug than was ever known.

Crime continues to increase. Several additional murders have been committed by the Indians in the interior, some of whom were arrested, tried, and convicted, according to the Lynch code of proceeding.

The members of the former Vigilance Committee were called to meet on the 18th, to consider measures of great importance.

NEW BRUNSWICK.

Reciprocity.—It seems to us now that the fears which for several years have agitated these Colonies, with regard to that much desired measure, are now transferred to the other side of the line, and that any symptom of apathy on this side is regarded with considerable anxiety.

Little doubt remains of the passage by Congress of a Bill embodying the principles of a fair system of exchange, and looking at the measure as one fraught with incalculable benefit to this country, we trust that no new obstacle will be allowed to delay its completion. A spirit of good faith on the part of the two governments, leading each to approximate, will overcome any difficulty which may incidentally arise.

We are sorry that the scheme does not include the Lower Provinces. What are the Blue Noses about? Erewhile they exhibited an extraordinary interest in the matter. We hope they are not so sick with hope deferred as to refrain from further exertion.—*Montreal Pilot.*

What are they about? Nothing! Why, only a couple of weeks since our Attorney General, by way of excuse, had the assurance to say that the Bill for Canada was not suitable for this Province, when every merchant in St. John knows to the contrary. And, again, that the Colonies had not the power of negotiating in the matter, as it was a subject that belonged to the English Government—when he must have known that a petition was sent to Earl Grey, from a Public Meeting held in this City, two years ago, and his Lordship's reply was quite favourable to our wishes—not only so, but Earl Grey addressed Sir Edward Bulwer and the Governor General, directing them to use their best influence for the accomplishment of Reciprocity for all the Colonies alike. Mr Partelow, that very patriotic politician, knows this well. But the amount of the matter is simply this. Our Government is obstructive—high protection in character—the old Tory party of Colonial notoriety exploded in all the Colonies but this. Messrs Street, Wilmot and

Grey, pull together in the same skiff. Messrs Hazen and Kinnear are too good natured for themselves. Mr Partelow is to dependent upon his office to resist the *trio* above mentioned. These are the reasons, Mr Pilot, that Bluenose is fast asleep when Canada is wide awake. Nor will things ever be better while the "McNab and Moffat" race, well known in Canada, continue to sway the destinies of New Brunswick.—*Morning News.*

New Match Factory.—A new Match Factory has been established at Kingston by the N. Brunswick Friction Match Company.—Their matches are, in our opinion, of a very superior description, igniting freely without trouble and without the ordinary detonation. Messrs. Golding & Brown, King's-Square, are the City Agents.—*Freeman.*

NOVA SCOTIA.

Electric Telegraph Company.—We are glad to learn that the business transactions on the line from Liverpool, via Lunenburg to Halifax, since the date of its opening in December, has exceeded the expectations of the managers. We further learn, that the line to Windsor and Kentville, was yesterday put in working condition by an efficient operator, and that offices will be immediately opened at other stations on the line terminating at Yarmouth.—*Halifax Colonist.*

WEST INDIES.

Havana.—A letter from Yaguay states that a most terrific hailstorm occurred in that part of the country on the 9th ult. The crops of all kinds, which before were extremely flourishing, were entirely destroyed, and the fields presented the appearance, to use the words of the writer, 'like that of the Sierras de Moncays in the month of January.' One of the stones was found to weigh six ounces, three drachms and five grains. Many others weighed three, four and five ounces, and the generality were an ounce in weight.

UNITED STATES.

New York, April 13.—The passage by the Legislature of a general bill incorporating ocean steamers, leaves no impediment to the organization of the New York and Galway Steamship Company, and it is their intention to proceed immediately in placing the arrangements of the Company on such a footing as to insure its success.

Floods in Texas.—The overflow of rivers and creeks in Texas is said to have been greater than has been known for several years. Nearly all the bridges are carried away, and many streams not exceeding thirty or forty yards from bank to bank have now to be ferried over for a distance of five or six miles. The crops are badly damaged.

Revivals in Religion.—Very deep interest is being manifested in Religious subjects among the various societies in New York, Brooklyn, Harlem and adjacent places. In Harlem, Brooklyn and Williamsburg this is particularly the case. Union meetings of all denominations are being held daily, the attendance upon which is very large.—*N. Y. Sun.*

Frightful Steamboat Disaster.—*One Hundred Lives Lost.*—Lexington, Missouri, Friday, April 9.—The steamer *Saluda*, bound for Council Bluffs, exploded her boilers at this place to-day. She had on board, besides other passengers, a large number of Mormon emigrants. All the officers of the boat were killed except the first clerk and mate. About one hundred lives are supposed to have been lost. The boat is a total wreck. Her boilers have been in use several years.

The Storm at Baltimore.—Baltimore, 7th April.—Much damage has been experienced by the late storm in this city. The tide rose to an immense height, overflowing the wharves in several places, filling cellars and sweeping away much property. The falls and other streams around the city are much swollen, and serious damage is apprehended. Such weather at the present season has not been experienced for thirty years.

Renewed Illness of Mr Clay.—Washington, April 7th.—Mr Clay has again relapsed into a condition of serious prostration and his case is now worse than ever.

SOUTH AMERICA.

Terrible Massacre.—Accounts from Valparaiso announce the arrival, at that port, of the captured revolutionists of the Straits of Magellan. The statements of a terrible massacre on board the American bark *Florida*, and British brig *Eliza Cornish*, are fully confirmed. The leader Cambiasso, was heavily ironed, and immediately upon the arrival of the vessels at Valparaiso, he was conveyed to prison. The prisoners were 350 in number. Among the prisoners murdered by the creatures of Cambiasso, were Captain Talbot, of the *Eliza Cornish*, young Cornish son of the owner of the vessel, and eight others.

As soon as news of the massacre was received, a despatch was sent to Commodore McCauley, at Callao, who returned with the United States frigate *Raritan*, to be in readiness for action. Affairs in Chili were quiet. A large emigration to California was going on. In Coquimbo and Capiapo, the copper and silver mines are yielding very good returns.

In Lima, nothing was talked of but Flores' expedition to Ecuador.

In Ecuador there was much preparation for the anticipated invasion, and some hard fighting was expected.

The late storm that raged along nearly the whole line of the United States sea-board did considerable damage. At Norfolk, Virginia, fruit trees in blossom were completely stripped, and a number of dwellings and green-houses considerably injured.

SOCIETY ISLANDS.

By way of Honolulu, we have advices from the Society Islands, announcing the establishment of a Republic.

The natives of Raiatea, says the Polynesian, have quite recently changed the form of their government to Republican. It has hitherto been under the rule of Queen Pomare, and she had appointed one of her sons to be Vice Regent or Governor of Raiatea. Before the arrival of Pomare's son, the natives of that island and of several of the neighboring islands, held a council and elected a ruler for a term of two years, and declared the several islands in confederacy to constitute a Republic. The Chief Magistrate elected is a half-white, and is represented as a very capable man. The Republican party, as the natives term it, is very strong, and little doubt exists that the change of government will be permanent, as the French officials at Tahiti are indifferent in the matter, and Queen Pomare's power is too weak to compel the Islanders to return to her rule; and intelligent foreigners say that it is quite likely that the new form of government will extend to other neighboring islands and groups.

CHINA.

Burning of Hong Kong.—The barque *William Watson*, arrived at San Francisco from Hong Kong brought the intelligence of a most disastrous conflagration there, which destroyed nearly the whole city. Hundreds of lives it is said were lost, and every newspaper office was destroyed. The market was destroyed, and much suffering was the result. The total loss was put at \$4,000,000.

SUNDAY'S MAIL.

CANADA.

The advertisement of the Board of Works for tenders for steamships to ply direct between the mother country and Quebec and Montreal, is attracting much and prompt attention in England—and as a sure proof that the times are ripe for the experiment, a Memorial dated 14th March, signed by 43 principal merchants of London, among whom are Messrs. Morrison, Dillon & Co.,—Bradbury, Greatorex & Co.,—J. & R. Morley,—Dent, Alcroft & Co.,—Foster, Porter & Co.,—Brett, Brothers & Co.,—W. Margetson & Co.,—J. & A. Crocker,—Gillespie, Moffatt & Co.,—John Chapman & Co.,—Wm. Pemberton & Co.,—Melhuish, Sons & Co.,—Gregory, Cubitt & Co.,—Mackay & Champion—has been forwarded to the Hon. John Young, calling upon the Government to establish a second line of steamers, or to divide the one line between Liverpool and London, via Southampton.—This latter city, Southampton, may be regarded as the Atlantic Shipping Port of the great emporium of the commercial world, London. The advantages to Canada of this direct communication with London are forcibly pointed out, and indeed words can scarcely enhance beyond its real value such an arrangement.

Had there been more time, many more and very important signatures could have been appended to the memorial; but the Canadian advertisement had but just come out, and not a moment was lost in addressing the government here upon the subject, by return of mail. So, here we have projects of steam communication direct with Halifax and the Lower Provinces and also with London and Liverpool, all on the anvil at the same time.—*Quebec Gazette.*

Sorel, April 12.—The ice in the River Richelieu has broken up. The steamers are all afloat. The steamer *Richelieu* will make her first trip to Chambly on Thursday.

The River St. Lawrence looks as fast as in January; horses crossing in all directions.—*Quebec Gazette, April 14.*

Distress in Gaspe.—Advices from Gaspe state that owing to the severe frosts experienced between 21st and 22nd September last, by which the grain and potatoe crops were destroyed, the most appalling destitution, amounting to actual famine, prevails, particularly in the isolated settlements of Cape Rosiers, Griffin's Cove, and Fox River, on the St. Lawrence. It is believed that a sufficiency of imported breadstuffs and other provisions for the supply of all were in the hands of the principal merchants and traders in the Bay of Gaspe and at Perce, if only the means of communication were open with these out posts. It is feared that sad accounts of the fate of several families will be received when the communication opens this spring.

NEWFOUNDLAND.

The Legislature is still in Session, but nothing of interest has transpired.

A severe gale had been experienced on the 5th, which it was feared would prove very destructive.

From the 6th to the 8th, inst. five vessels had arrived at St. Johns and Harbour Grace with 10,280 seals, viz:

Schr. E. M. Dodd, 1500 seals. Reports only few vessels but these with seals.

Schooner *Pursuit*, 1700 seals; experienced very severe weather. When S. E. of Cape Freels, shipped a heavy sea, which carried away ten boats with one of the crew, besides injuring three other hands. Reports a number of vessels poorly fished, and the loss of two vessels off Cape Freels.

Schr. *Billow*, 400 seals; one of the crew died on board. Had to throw over all her boats during a heavy gale.

Harbour Grace April 5.—Schr. Brothers arrived with 2,800 seals.

Captain Stevenson arrived with 600 seals. Reports 50 vessels in company off the Funks taking seals.