

BYE ROAD GRANTS.

From the Journals.

KENT BYE ROADS:

- £12 For the road and bridge from the Cocagne towards the Ohio.
- 7 10 For the road from Alexander Robesheau's towards the chapel.
- 5 For the road from Bruno Allain's to Mc-Lauchlan road.
- 7 10 For the road from Joseph Gauguen's towards the Little Buctouche.
- 7 10 For the road from Joseph Herbet's round the Cape.
- 10 For the road from Cocagne River to the M'Dougal Settlement.
- 15 For the road on the north side Cocagne River above the North West.
- 25 For the bridge at Wellington Gilmor's.
- 10 For the road on the line between Marcelan Broit's and Francis Hebet's to the Back Settlement.
- 20 For the bridge at Peter Burk's.
- 20 For the bridge at Joseph Herbet's.
- 7 10 For the road from Peter Robesheau's to Casy's Cape.
- 15 For the road from the Post road, near James Conners', towards Peter Robesheau's.
- 20 For the bridges and roads from Long mill up stream.
- 25 For the road from Sam. Robesheau's towards Irish Town.
- 10 For the road from the County line, on a line between Henry Fougere's and Mark Bell-fountain's.
- 5 16 0½ To Placide Bastrache to enable him to pay Francis White balance due him for Black River bridge.
- 10 For the Road from Sullivan Cornea's gate, on the south side Little Buctouche, to Joseph Bigg's, on the main post road.
- 12 10 For the bridge at Sheridan's mill.
- 18 For the bridge at Smelt brook.
- 7 10 For the road from Sheridan's mill to the Big Buctouche River.
- 7 10 For the road from Lorong Cornea's to John Pulran's.
- 7 For the road from Marcel Robesheau's to the Ohio.
- 7 10 For the road from Lorong Melanson's to Michael Merzerall's, north side Buctouche River.
- 7 10 For the road from the Big Island, as laid out by the Commissioners, to Peter Shaw's rear of Indian reserve.
- 5 For the road from the Mill Creek road to Neal M'Intosh's.
- 10 For the Mill Creek bridge.
- 10 For the road from Talan Collet's towards Mill Creek, by Rawley's.
- 15 For a bridge at Ceril Thibeadeau's.
- 10 For the road on a line between Paul Cornea and Samuel Cornea in a direct line to the Brot Settlement, near Cocagne, by Louis Legere's.
- 10 From Richard Sherwood's, down stream towards Coates'.
- 15 For the road from Chockfish bridge at Mooney's to John Herbet's.
- 12 10 For the road north side Chockfish bridge to Thomas Noonan's up stream.
- 20 For the road from M'Gowan's to the lower Village, one half to be extended each way beginning in the centre or midway.
- 15 10 For the road from Mansfield Richard's to Lewis Richard's.
- 5 For the road from Baptist M'Coy's to Augustin Richard's.
- 15 For the road from Jonathan Ostles' upper line to the Gaspereau brook.
- 7 10 For a bridge at Placid Casey's near the lower Village.
- 10 For the road from Silvan Richard's to Rubin Landry's.
- 10 For the road from James Girvan's to M'Robert's hill.
- 7 10 For the road from Robert Little's towards Collins'.
- 10 For the road from Black Brook to Girvan's east line.
- 5 For the road from Scott's, in Galloway leading to St. Nicholas road.
- 15 For the road from James Johnson's towards James Kennedy's.
- 7 10 For the road and bridge from Peter Casey's to Placide Maillet's.
- 12 10 For the road from John Robinson's to John Richard's.
- 7 10 For the road from Pollet Maillet's to Silvan Casey's.
- 12 10 For the bridge at Walsh's.
- 7 10 For the road from John Black's by John Christal's to Murphy Settlement.
- 12 10 For the road on a line between Murray and Mackey, as laid out by the Commissioners, to Alexander Curran's.
- 5 For the road from Irvin's to John O'Mara's.
- 5 For the road from the South Branch School House to James Cochran's.
- 12 10 For the road from the East Branch to John Herbet's.
- 7 10 For the road from Michael Colhos' to William Doherty's.
- 5 For the road from John M'Nulty's to the West Branch.
- 6 For the road from Spring Brook road to Edward Collins' and William Collins' place.
- 12 10 For a bridge on Black Brook, near Cornelius Collins'.
- 12 10 For the road from Trout Brook to the bridge at Anthony Cail's.
- 10 For the road on the north side Trout Brook.
- 10 For the road from the old School House to the bridge at Anthony Cail's.
- 7 10 For the road south side mill branch.
- 7 10 For the road on the north side mill branch.
- 7 10 For the road from Robert Boice's to the back Settlement.
- 20 For the bridge at Herbert Irving's lower line.
- 10 For the road from Johnson's mill to the main river Richibucto.
- 6 For the road from Bass River to Cail's Bridge on the main river.
- 5 For the road from Kollock's lower line, up stream.
- 5 For the road from Cail's bridge to James Thompson's on the Harley line.
- 5 For the road from Bass River Church to Mrs. Thompson's.
- 5 For the road from Molas River Bridge to Barns'.
- 5 For the road from Stewart's clearance to Wheton's creek.
- 5 For the road from Molas river road to John Graham's.
- 9 15 To Thomas Sterenson, Commissioner to pay balance due for building a bridge at or near George Warman's.
- 10 For the road from Samuel Richard's, down stream, to Louis Savoy's.
- 10 For the road from the new bridge at Louis Savoy's down.
- 15 For the road from Jermain White's to John Babinot's.
- 12 10 For a bridge at the head of the tide at Joseph Gallant's.
- 20 For a road north side Kouchibouguais above Powell's mill.
- 12 10 For a road on the south side, from Gregeor Thibo to Cameron's mill.
- 7 10 For a road from Leander Babinot's to Dominick Martin's.
- 10 For a road from Lake Babinot's to Jock-que Arsino's.
- 7 10 For the road from Silvan Henry's to the Back Settlement at Jormain Johnston's.
- 7 10 For the road south side north west, from the forks to John Richard's.
- 7 10 For the road from Felix Gallant's to Peter Arsino's, south side north west.
- 6 For the road from Peter Babinot's to the forks south side north west.
- 5 For the road from Dominick Robesheau's to the Widow Herbet's.
- 15 For a bridge upon Trout brook.
- 5 For the road between Luke Dagle and Dumas Richard's to Stephen Ollet's.
- 12 10 To Isadore Barrio, the Commissioner for building the bridge on the Kouchibouguais, to pay Peter Luke Richard's.
- 34 To John B. Robesheau, Commissioner for building two bridges on the north west, to pay balance due.
- 22 10 For the road from M'Intyre's south side Kouchibouguac, towards the Post road.
- 10 For the road from Major Kollock's Bridge towards Kouchibouguac.
- 10 For the road from Major Kollock's bridge to Kouchibouguais.
- 12 10 For the road north side Kouchibouguac, from James Smith's to James Bell's.
- 10 For the road from the Post road to John Allen's.
- 5 For the road between Simon Merzerall and Antoine Dagle to the Beach, Sapine.
- 10 For the road north side Kouchibouguac river, commencing below, up stream from Labby's.
- 10 For the road from the Post road, near Martin Flannagan's to the Back Settlement.

News of the Week.

EUROPE.

DEFENCES OF ST. PETERSBURGH.—From the sea side St. Petersburg is protected by the fortress of Cronstadt, which, lying on an island, commands the narrow channels through which large vessels have to approach the capital. At the back of the island, towards the coast of Finland, there was also a channel through which vessels the size of a sloop could pass, but this was blocked up at the beginning of the century by means of piles and huge blocks of stone, and a week since large square stones were sunk until the passage was completely impassable. An attack on Cronstadt is therefore only possible from the narrow channel, which in its various twistings and turnings is commanded, for a distance of nearly four English miles, by the fort in front of the island. All signs, such as buoys, posts, &c., have been removed. Even if the vessels have the most experienced pilots on board, they will be obliged to move very slowly, and consequently a vessel advancing to the attack would be exposed for a whole hour to the fire of the Russian batteries, some of which have paizhan's guns of 130 pounds. If a single ship of the line is sunk the channel is so effectually closed that the others cannot advance.—Cursory mention has already been made of Professor Jacobi's invention for destroying vessels at sea, and the German writer now gives some details on the subject. Strong iron chests

charged with powder and other combustible materials are sunk in the sea, and connected by means of wires with a galvanic battery outside. "Above the chests is some machinery, which on being touched by the keel of a passing vessel, causes two galvanised wires to come into contact, which produces an electric spark, and with it an explosion." A hundred submarine mines of this kind are said to have been sunk in the channel leading to Cronstadt. Military men in St. Petersburg are divided in their opinions as to whether the fortifications of Cronstadt will be able to resist the heavy artillery of the ships. Four of the forts are formed of enormous granite cubes, the fifth is of logs. The greatest danger for Cronstadt is that these forts may be taken one after the other, as each of them will be exposed to the united fire of a great number of vessels. After all, the greatest security for the place is the narrowness of the channel, which just at the entrance of the port, behind Fort Mentschikoff, will be commanded by two enormous floating batteries, formed of old ships of the line. It must depend on the state of the ice whether it will be possible to send the two divisions of the fleet which are still at Cronstadt to Sweaborg (Helsingfors), which is considered impregnable. Gen. Dehn, of the engineers, has been appointed Military Governor of Cronstadt, and Admiral Ricard, an old but energetic man, commands the fleet.

ENGAGEMENT OF THE FURY WITH RUSSIAN FRIGATES.—A letter from Baltchik, Kavarna Bay, dated the 14th of April, states that on the 10th instant her Majesty's ship Fury left the fleet there on a cruise, unaccompanied by any French steamer. On the afternoon of the 11th the western coast of the Crimea was distinctly visible, and in order not to be discovered too soon, she stood off from it. During the night and in the early part of the morning she gradually edged in to the shore, but the brilliancy of the moon was a great drawback to her plans. On the 12th, at half-past 3 a.m., she steamed ahead at full speed, and at half-past 5 came in sight of Sebastopol. By this time the sun had risen, and the morning was unclouded, so that objects at a long distance were visible. Two merchant vessels were seen coming out of port with the Russian ensign flying, one of which rapidly approached, carrying a splendid breeze with her. The Fury passed her, and took a survey of the harbour, at a distance of 2½ miles. Two brigs of war were under way, and the two frigates stationed at the mouth of the harbour were crossing gallant and royal yards. The Fury at six, a.m., changed her course, hoisted Austrian colours, and bore down on the merchant ships. An hour after having taken the crew on board, six in number, and made one of the ships fast by a hawser, she towed her off at full speed. The two brigs, followed by two frigates, were then seen to leave the harbour under all plain sail, and a steamer getting up team. Wind W. by S., force five to six—the most favorable that could blow for them—at 7 33. It was now clear that the frigates were rapidly nearing, the Fury being three miles or more to leeward. Immediately the fore and aft sails were set, the prize cut adrift, and the steam brought to its highest pressure, so that she absolutely flew to windward. Still the frigates seemed to be gaining ground, and the Fury became highly dangerous as now two miles were the most that separated the enemies. Tons of water were started, all except two days requirements, which was a considerable assistance. At 8 30 one of the frigates dropped, and the two brigs; but the other kept in the wind's eye. At 8 54, the windward frigate and the Fury came so close as to be almost in range of the long guns of the latter, when the order "Open fire" was given. Immediately steady aim was taken, the sternmost gun fired, and down dropped the shell a yard distant from her lee bow. She immediately replied by firing two, but the shot did not reach half way, and hoisted the Russian ensign at her main, which was responded to by re-loading with rapidity and again firing. The shot still fell a little short, and more to leeward. Again she fired four guns at the Fury, and another ensign was run up to the fore, for which another shell was fired, though it fell still shorter, as the Fury was rapidly increasing the distance. Having thus gone to windward, but still out of range, the idea was entertained of engaging the frigate with long guns, but at this time the steamer was rapidly advancing, and it was considered more prudent to remain content with taking a merchant vessel and six prisoners from beneath the fortifications. When the Fury went along-side the schooner she hauled down the Austrian colours and hoisted the English ensign, which startled them a little in harbour. The rage of the Russians must have been great, as they seemed sure of catching the Fury, and the hoisting of three ensigns was an angry attempt to challenge a steamer of six guns to engage a frigate of 40, and she to windward!

On the forenoon of the 13th two strange steamers were reported as being seen in the north-east direction, and the Inflexible was ordered to get up steam, but they soon disappeared. The chase of the Fury continued from 7 to 11 a.m., during two hours of which time she was in great danger. She returned to Ka-

vanna on the morning of the 14th having first visited the mouths of the Danube.

OPERATIONS ON THE DANUBE.—From Kravova we learn that the Russians are fortifying the road leading from Slatina towards the Danube, and which runs between the Badesa and the Alutafat three several points. The Turks had collected on immense quantity of sailing vessels, barques, and gunboats at the ford or passage of Columenda, near Nicopoli; and had also constructed two batteries three of guns of the heaviest calibre. The Russians had fortified the opposite side of this ford or shallow in an equally imposing manner. Cannonades were taken place daily from both sides. A field hospital for 2,000 patients had been formed at Plojeschti. News of the 14th, from the seat of war, (says the Lloyd,) mentions that the Turks are still very actively engaged with their fortifications on the island near Nicopoli: whence people infer that they are seriously meditating a passage of the Danube at that point. Everything shows great activity at Kalafat. It is also stated as a fact that English and French troops landed at Varna on the 10th.

Vienna, April 24.—The marriage of the Emperor is just concluded. The Russians have bombarded Silistria, which was on fire on the 14th, at 4 o'clock. The fortress was unharmed. The Lloyd had advices from Brody of the 21st, in which it states that a steamer and 12 ships of the line were off Odessa, and that three Russian coasters had been captured. An English steamer sent with a flag of truce to fetch the English and French Consuls, had been fired into. The Consuls had been sent away by the Russians, and reached Constantinople on the 8th. The Presse states that Odessa has been bombarded, that the Russian grand batteries caused some damage to the ships, but were at last silenced. A part of the city was in flames. This requires confirmation.

MEXICO.

THE ACTION BETWEEN SANTA ANNA AND ALVAREZ.—The Diario Oficial gives the general account of an action of the Cajanes, between Santa Anna and Alvarez. It says that the troops of Alvarez were driven from their position by those of Santa Anna with the bayonet only, the latter not firing a gun. From this point Alvarez fell back to a pass called the Puerto del Coquillo, defended in front by a river of difficult passage, with heights in the rear difficult by nature and strengthened by five small field works; these were manned by from a thousand to twelve hundred men.

Santa Anna marched upon them with near 5,000. Approaching their position, he threw across the river, above the pass, a select corps of light troops—some 240 strong—attacking them in the flank with these, while with his main body he forced the passage of the river and assaulted the batteries on the heights with the bayonet again. The contest appears to have continued near three hours; not all the time, of course, with the bayonet, we must suppose, but, nevertheless, the contest seems to have been obstinate—how bloody, it is difficult to say.

Finally, the several works were all carried and the enemy put to flight in utter confusion making their way, it is not yet known whether into the wild mountains around, or toward Acapulco. They were pursued on all sides, and it seems to be confidently expected that Alvarez will fall into the hands of the victors. The dispatches which give these particulars were sent off immediately at the close of the fight, and say that, for that reason, the number of the killed and wounded on either side cannot be stated. In a slighter subsequent affair between two detached parties, the Mexicans report that they routed about two hundred of the followers of Alvarez, killing about twenty of them.

UNITED STATES.

DESTRUCTIVE FROSTS IN THE SOUTH.—New-Orleans, Monday, May 1, 1854. Extensive frosts have occurred in the interior of Louisiana and Alabama, and much replanting will be necessary. Cotton seed is scarce.

NEW BRUNSWICK.

A-STRIKE.—We are informed that the labourers on Monday struck for higher wages—varying from 8s. to 12s., the former sum being the lowest. This is an unnatural state of things. Most of the best Mechanics in the City do not obtain any thing like these rates. In fact no business in St. John, were gangs of men are required, could be carried on under such wages. The labourers in Canada are getting 5s. a day, which is the highest price paid any where out of this Province for labouring work.

MORE RAILWAY NEWS.—We learn that Mr Black the Railroad Contractor spoken of in our last, arrived here on Saturday evening in the Eastern City, with a large staff of Engineers. He proceeded, same evening to the Bend. It is said that Mr B. intends to have 600 men to work on the line immediately. We understand that he is prepared to build the whole line on to St. John, upon very accommodation terms if the contractors will agree.

THE FISHERIES.—We learn from the New Brunswicker that Messrs Hazen and Chandler,