

were, generally speaking, committed from motives of political or personal vengeance. The footpad or highwayman, in relieving the passenger of his purse rarely resorted to violence unless resistance were offered. Still less frequently did people hear of those cold-blooded midnight murders, in which men were despatched by the knife or by poison for the sake of their gold. It has been reserved for our times to give to crimes of this character a permanent place on our calendars, and to shock the world by the spectacle of atrocious crimes dictated by the vilest and basest of objects."

BOARD OF WORKS.

WE have been favoured with a copy of the Report of the Chief Commissioner of the Board of Works of this Province. It is a pamphlet of 84 pages, and contains much valuable information relating to the Roads, Bridges, Public Buildings, &c. These are subjects of importance to the people generally, and we shall devote considerable space to extracts hereafter. The Commissioner, in his General Observations, makes the following judicious remarks:

"It must be admitted that the present state of the Roads and Bridges is generally creditable to the men who have had the management of these public thoroughfares. The number of these Roads have however increased, the annual requirements for enlarged facilities and superior workmanship have grown with the progress of the country; and the augmented travel has rendered the repairs and improvements of the Roads a matter of more constant care than formerly, and placed it beyond the means of private individuals, otherwise occupied, to bestow the necessary time and attention to a rather, for them, unprofitable employment. The class of works that have been recently undertaken, more especially, have required a constant attention and vigilance, that could not have been bestowed upon them under the old system, whilst the preparations of plans, and the necessary office work, would have been a serious addition to the already disproportionate expense of management. The number of Supervisors has been reduced this last year from forty eight to thirty-six, and the remuneration from £2,500, or an average of over £52 each, to £1,500, or less than £42 average; no per centage having been paid upon the expenditure by this Board on the heavier and more permanent works that have been undertaken; and as more of these works fall within the operation of the Board, and the consequent amount to be expended upon minor repairs is reduced, the amount of per centage to Supervisors would soon cease to recompense any one undertaking the office; the length of Road increasing, and involving a loss of time and expense of travelling altogether unrequited by the usual 10 per cent allowance. The Chief Commissioner would therefore humbly suggest for Your Excellency's consideration, the propriety of modifying the present system, and so far reducing the number of districts, as to occupy the whole time and attention of each Supervisor, who would be paid by salary from this Office, acting immediately under the orders and instructions of the Chief Commissioner, and reporting constantly every particular of his division.

"The number of miles of Great Road in the Province is 1,630; of larger Bridges, 470; and of smaller ones, about 1,400. Of the former only 3 are entirely of imperishable materials, and 36 have stone abutments with wooden superstructure. About 100 of the larger Bridges have cedar abutments, well built, and of durable character; the rest are principally of hemlock, much of it cut the wrong season of the year, peeled for the sake of the bark and to lighten the haulage, and improperly notched down and secured; these Bridges all fail within 12, and many of them within 10 years, and the perpetual repetition of the same description of work, has made some of the worst Roads in the Province by far the most extravagant in outlay."

P. E. ISLAND.

The Legislature of this Colony met for business on the 26th February. From the Speech of the Lieutenant Governor on the occasion, we take the following extracts.

It affords me much satisfaction to be enabled to inform you of the favourable determination of Her Majesty's Government with reference to the suggestion contained in your joint Address of last Session to the Queen, on the subject of a guarantee by Her Majesty's Government for such a loan as might be sufficient for the purchase of Township Lands in this Island, with a view to the more speedy and general conversion of Leaseholds into Freehold tenures.

The Despatches from the Principle Secretary of State for the Colonies on this subject, shall be communicated to you and a measure will be submitted for your consideration, in order to secure to the industrious inhabitants of this Island the benefits which have been thus placed within your reach by the paternal solicitude of Her Majesty's Government.

The condition of the Revenue is satisfactory, and indicates general prosperity among the consuming population of the Island.

The establishment of Municipalities throughout the Island appears to be highly desirable, in order that the principles of local self-government should receive a more extended application, by affording to the people the exercise of a greater degree of power over their own local affairs.

A measure upon this subject will be submitted to you; and I solicit your earnest attention to the establishment of such a form of local Government as may ensure satisfaction to the people; whilst it preserves inviolate the prerogative of the Crown, and maintains the due administration of the Law.

I am again under the necessity of calling your attention to the subject of Steam Communication with the neighbouring Provinces. Arrangements of a more permanent character than have yet been effected are indispensable for placing that important communication on a satisfactory footing, and I earnestly recommend the subject to your consideration.

A large portion of the papers are taken up in discussing the merits of a Letter which the Roman Catholic Bishop of the Colony has sent to the Board of Education, relative to the reading of the Scriptures in the Public Schools.—The letter of the Bishop, and a Petition to the Legislature, emanating from a public meeting of Protestants held in Charlottetown, will be published next week.

LEGISLATIVE PROCEEDINGS.

From the telegraph reports and Journals, our readers will be able to ascertain what their members are doing in the Legislature. We are sorry to say that but very little actual business has been performed since the Legislature has been in session; and when we consider the position of both parties, the desire manifested by every member who has talking faculties, to occupy as much of the time of the house in indulging his propensity of spinning long yarns, splitting hairs, and propounding his ideas on systems of Government which have been long since set at rest, we see but little prospect of a change for the better. One thing is evident—the business of the country is at a stand still. Neither the Government or the Opposition have power to inaugurate a measure with any prospect of its being carried—never mind what that measure may be.

The bone of contention just now is the Election Law. The Government wish the old law to be revived for a limited period, as the provisions of the new one have not been attended to in certain localities. The opposition, it appears, have brought in another bill, providing for the evils complained of by the Government. Thus the strife proceeds—the war of words is kept up from day to day, and while the people have to pay pretty dearly for Legislation, their representatives continue in some way, year after year, to give them but very little value for their money.

Last week we stated that we anticipated the House would be dissolved. What has transpired since goes to strengthen us in that opinion. We repeat our advice to the people, PREPARE FOR A SPEEDY ELECTION.

SHIPBUILDING.

We are indebted to the St. John Courier, for the following interesting document relating to the Ships now building in the Northern section of New Brunswick. From the intimate knowledge the writer seems to possess of the subject, we presume it emanates from an official source.

"We publish below a list of ships now building or for which preparations are making, on the north shore of this province; from which it will be seen that a large amount of new tonnage will be in the market from that district during the current year;

"AT COCAGNE.—By Mr D. Robertson, a ship of about 1,200 tons.

"BUROUCHE.—Mr Macauley is building one of 1,300 tons; Messrs. McPhelim are making preparations for one of 500.

"RICHIBUCTO.—Messrs. J. & T. Jardine have on the stocks one of 1000; Holderness & McLeod one of 1000, and another of about 500; Mr John Power is building one of 1000; Mr DesBrisay will launch one of 500.

"KOUCHIBOUQUAC.—Mr W. S. Caie has in frame one of about 400 tons.

"MIRAMICHI.—Mr A. Fraser is laying down one of 600 tons; Messrs. Gilmour & Rankin are building one of 700, and another of similar dimensions of 700; Mr David Cassidy has one in progress, of 100; The Miramichi Joint Stock Fishery Company are building one intended for mackerel fishery of 70; Mr Parker is laying down one of 200; Mr Jas. Johnson has one building of 500; Mr W. J. Fraser, one of 500; Mr Muirhead, one of 500, and another of 1,000; Messrs. Haws & Co. are proceeding with two, one of 1,050, and another of 600 tons.

"SHIPPEGAN.—W. Fring & Co. are progressing with one of 250 tons.

"BATHURST.—Messrs. Ferguson, Rankin & Co have one on the stocks of about 200 tons; Messrs. Smith one of 600, and one of 150; Mr S. Millar is building one of 450.

"RESTIGOUCHE.—Messrs. A. Ritchie & Co.

have nearly completed one of about 350 tons, and are framing one of 900, and one of about 500.

These make of 1,000 tons and upwards,	6
700 to 1,000,	4
500 to 600,	10
300 to 500,	2
200 to 300,	3
Under 200,	4

being a total of 29 vessels and about 16,920 tons.

"Nearly all these will be launched and sent to sea early, in making considerably more than an average amount of tonnage for the year.

"Our Correspondent informs us that many of the new vessels built on the north shore last season brought some of the best prices in the Liverpool market. The Algeria, built by Messrs. Ferguson Rankin & Co., at Bathurst, is mentioned as one that brought a high figure, and we believe this vessel will bear a favorable comparison with my colonial built ship. We are also informed that scarcely any other material than hackmatack is used in the construction of the vessels which have been recently built on the north shore, and it is satisfactory to learn that ships built of this description of wood are getting to be more highly appreciated than formerly. The ship Clarendon, built at Miramichi by Messrs. J. Haws and Co., and recently stranded at Whitehaven, afforded a favorable opportunity for testing the strength of a good colonial built ship, as from the length of time she stood the severe weather while she was being driven on the rocky shore, practical persons who witnessed it had a good opportunity of judging for themselves of the strength of one of our New Brunswick ships, and we believe the builders of the Clarendon have recently closed a satisfactory contract for a vessel of similar qualities, intended for the East India trade, which will be furnished with the requisite iron knees, and will be classed before launching."

A Correspondent at Bathurst, writing to us by yesterday's mail, furnishes the following additional information:

At Bathurst, in course of construction, by Mr John Meehan, one vessel of 300 tons, and one of 200 tons—both building under inspection of Lloyd's Surveyor, and to be provided throughout with Iron Knees, being the first vessel finished in this manner, north of Miramichi.

The vessels hitherto built at Mr Meehan's Yard, have obtained a high character in England, and brought the highest Market prices at the time of sale. The 'Omagh,' sent home last Fall, brought within a fraction of the highest price of any North Shore vessel of her class.

NOVA SCOTIA.

As the newly appointed Executive officers are away looking after their elections, but little business is doing in the Assembly. Messrs. Johnston, Tupper, and Wilkins, are to be opposed. The Government have moved that £32,000 be appropriated for the ordinary roads and bridges, and £10,000 for the great Roads. Several of the opposition members brought the Government to book for reporting that a provincial crisis was approaching. The Government themselves had given a complete and satisfactory answer to the charges preferred against the late administration. There is an end of the approach of a financial crisis in the province, when the present Government, after a careful examination of its finances—its liabilities and resources,—can safely come down and propose the sum of £42,000 for the roads and bridges.

LOCAL.

A poor Squaw, we understand, was frozen to death on the evening of Tuesday last, on her way home, a short distance from Newcastle.

March has "come in like a Lion." We hope the old adage will hold good respecting it—"that it will depart like a lamb."

A Correspondent at Bathurst writes us that they have had a very heavy snow storm in that quarter. We have nothing from further North.

NEWCASTLE.—A Tea-Soiree, under the auspices of the Newcastle Division, No. 45, Sons of Temperance, took place in the Mechanics' Institute, Newcastle, on the evening of Wednesday last. It passed off in a very creditable manner, and the Ladies who presided at the different Tables deserve a great deal of thanks for the able manner in which they entertained their numerous Guests. Several Speeches suitable to the occasion were made, and the Evening's Entertainment wound up by the young folks enjoying themselves on the 'light fantastic toe' for a few hours, to the music of two of our best well-known Violinists.

** On Sunday evening next, (to-morrow) there will be Evening Prayers in St. Andrew's Church, at Newcastle. And after the Sermon, which will be preached by the Rev. James Neales, Rector, of Richibucto, a collection will be made for the Contingent Expenses of the Church.

NAVAL.—A late Devenport paper states that the Indus, 78, flag ship of Rear Admiral, Sir Houston Stewart, the recently appointed Admiral for the West India and North American Stations, would leave that Port about the middle of last month.

The List of Paupers is crowded out.

We have liabilities to meet which we cannot do in consequence of the tardiness of subscribers to pay up. This is neither pleasing or encouraging. We have at all times been loath to resort to harsh measures to procure our own, but necessity will compel us to depart from our usual practice. Any Agent having funds in hand will oblige us by remitting the same.

BOWSER'S HOTEL.

ARRIVALS DURING THE PAST WEEK.

John C. Blanchard, Searsport, S. M.; George Moffat, Dalhousie; Thomas Mattheson, Bathurst; Henry Rutter, and A. N. Block, Fredericton.

NEW BRUNSWICK.—Workmen are rapidly laying the rails on the Railroad, and in a few days the engine will be in motion.

Mr Wm. Needham was elected Mayor of Fredericton by a majority of 52 over Mr Beek.

NOVASCOTIA.—In Cumberland Tupper is to be opposed by James Fullerton, Esq. In Pictou Mr Wilkins is to be opposed by W. H. Davies, Esq. In Annapolis Mr. Johnston is to be opposed by W. C. Whitman, Esq.

DEATHS.

At Neguac, on Friday morning last, of quincy, Mr. JAMES DAVISON, aged 22 years. The funeral will leave Hector McKinnon's, Oak Point, at one o'clock on Monday. He will be interred at Bartibogue.

At Rio Janerio, of yellow fever, on the 19th December last, JAMES, eldest son of Wm. McPherson, of Port Daniel, Bay Chaleur, aged 15 years and 8 months. He was a young lad of promising talents, and leaves numerous relatives and friends to mourn his untimely loss.

LATEST BY TELEGRAPH.

TELEGRAPH TO READING ROOM, EUROPE.

Halifax, March 13.

The Steamship "America" arrived at Halifax at quarter to 4 P. M. Persian treaty not yet signed, but progressed satisfactorily. In British Parliament but little doing of any consequence. Committee on Hudson Bay charter sitting. Several leading men were examined, progress reported. Derby and D'Israeli had tried to defect Ministry, but not successful.

Spain will send fleet of 20 to 30 including transports, against Mexico with 10,000 men. Chinese affairs unchanged, private letters say numerous fleet had attacked, British and retired in good order under the forts of Canton. Admiral Seymour had disembarked troops and burnt suburbs of Canton. Europeans on board Steamer "Tistle," eleven persons had been treacherously murdered by native passengers, Steamer arrived off after being dismantled.—Export of tea from China for the year, about thirteen millions pounds short of former year. Money in active demand and rates higher than that of the bank had been asked, consequently greater demand at bank. Breadstuffs dull with decreasing tendency, Consols 93½. Question of Sound Dues settled, Denmark to receive 45 millions thalers, in forty five payments bearing interest.

TOWN ELECTION OF THE CITY OF MONCTON.—Mayor James Steadman, without opposition. Councillors—Ward No. 1—M'Carthy 47, Beatty 41, Perrigo 38. No. 2—M'Intosh 50, Wortman 45, M'Kay 35. No. 3—Murray 25, Record 20, Rusk 15.

Fredericton, 13th March.

At 11 o'clock the debate on Johnson's amendment was resumed. Sutton spoke first and in favour of amendment. DesBrisay came next, and in favour of bill. Gilbert followed sustaining amendment. Attorney General was the next speaker, going fully and ably into the merits of the bill and amendment; in concluding he made some severe remarks about Hatheway. Johnson followed in general reply.—Hatheway spoke on personal reflections of Attorney General, who briefly replied. House divided on amendment, yeas 19, nays 21. On reading bill by sections, yeas 21, nays 19.

Hatheway moved amendment to allow election in those Counties in which law had been carried out, (viz) York, Carleton, Sunbury, and Albert, to be held under law of 1855 in these Counties, law to be in force, which passed as third section of bill, yeas 31, nays 5, nays were Speaker, Barbare, J. Earle, Z. Earle and Montgomery. Waters moved fourth section contemplating extension of franchise for City of St. John: long discussion: section finally withdrawn and bill passed without further amendment. House adjourned at 7 o'clock.