demands upon the stores of the Committee, and every exertion will be made for the early removal of the inconvenience which has been felt, from the partial deficiency, and for its prevention in future; indeed a large assortment of books for the National Schools is now daily expected.

THE following will be found a correct account of Books distributed, since a similar statement was published by this Committee:—

Family Bibles, with Notes, Indexes, Concordance, Maps, Cuts, &c.	73 sets
Other Bibles of various sizes	280
Testaments do. do.	284
Prayer Books, do. do.	631
Other bound Books	788
Tracts, half-bound and stitched	6963
Smaller Tracts, Papers, and single Sheets	2000
TOTAL	11019

(To be concluded in our next.)

LEGISLATURE OF NEW-BRUNSWICK.

[Extracts from the Journals.]

Wednesday, 24th February.

A Message from His Excellency the *Lieutenant-Governor*.

"NEW-BRUNSWICK.

"MESSAGE TO THE HOUSE OF ASSEMBLY.

"24th FEBRUARY, 1819.

"The *Lieutenant-Governor* informs the House of Assembly, that he has under consideration a Petition from the Committee appointed at a Public Meeting at the City of Saint John, for the purpose of establishing and superintending a School there, upon the Madras System, praying for a Charter of Incorporation.

"And that it is his intention to organize a Provincial Society, in imitation of the National Society in England, as soon as it may be practicable. And as the *Lieutenant-Governor* considers the City to be the most suitable part of the Province for the Central School, he earnestly recommends to the Legislature, to make provision in aid of the exertions of the Committee, for perfecting and supporting the establishment of such a School."

"G. S. SMYTH."

A Report of the standing Committee to examine and liquidate Public and private Accounts.

A, is Charles Duff's account, with affidavit and vouchers, one of the Supervisors on the Road to Northumberland---amounting to £192: 17: 6---in which sum is included £27: 15, charged by him as Supervisor. He gives credit for £150 received from the Treasury---leaving a balance due to him, by the account thus stated, of £42: 17: 6.

No report accompanies this account.

B, is the joint report of Messrs. Wyer, Mount, and Vernon, Supervisors on the Road from Saint John to Saint Andrew's, for 1818.

They state, that the road from Carleton to Musquash, is very good for carriages, except four miles in the wilderness, which requires to be opened four rods wide---

Thence 11 miles to Le Proa Bridge, the road is opened and levelled a rod wide, and the Bridges in good repair. It requires some additional causewaying, and to be opened four rods wide---

Thence to Magagaudavic Bridge, being 21½ miles, the road is opened a rod wide, and partly levelled; but a considerable sum will still be wanted for causewaying and levelling as well as opening it four rods wide. A considerable part of the sum allotted last year to this District, was expended in repairing the Bridges on the two new Rivers, injured by fire---

Thence to Digdeguash, 7 miles, the road is opened a rod wide, and levelled in the centre 10 feet, but requires more opening and some causewaying---

Thence to Buckabeck, 2 miles, is opened and levelled a rod wide; but, being wet and miry land, requires turnpiking and openings---

Thence to Chamcook, 6½ miles, is opened a rod wide, and partly levelled; but being very rocky and bad ground for a road, and no possibility of altering it for the better, will still require a great deal of labour in opening and levelling---

Thence to Saint Andrew's, 4½ miles, is open four rods wide, and about 3½ miles nearest the Town, turnpiked.

They state, that the communication being entirely cut off, by the bridge over Buckabeck River being burnt down, it became necessary to advance about £100 to replace it---which was done; and the Magagaudavic and Digdeguash Bridges put in a state of repair.

The branch leading from the main road to Little Dipper Harbour, distance 9 miles, answers the purpose intended, by accomodating Travellers, either on foot or horseback---

Thence to Great Dipper Harbour, 3 miles, is one rod wide, and in very good order---

Thence to Mace's Bay, 3 miles, is very deep and swampy, and by far the worst part of the whole route.

They state, that this road is very useful, and has received no Provincial aid---and recommend that about £30 be appropriated towards its repair.

Thence to the bridge at Le Proa, 9 miles, where it again joins the main road, a bridle path has been opened eight feet wide, sufficient for men and horses.

They have succeeded in procuring James Dawson, a person of respectable connections and character, to settle at Le Proa bridge, as contemplated by the Legislature, who is now building a house there for accommodation of Travellers; and they request he may be enabled to take out a Grant, and be placed, in every other respect, upon a footing with Woodberry and Hewson---who, they state, continue to give great satisfaction to all concerned.

They express their earnest wish and request, that Robert Ludgate, settled with his Family about 6 miles from the settlement at Musquash, and about the same distance from the inhabitants of Manawaganish, may obtain some Provincial aid, to enable him to accommodate Travellers on that road.

They recommend the opening the whole road four rods wide---that the sun may be let in to dry the miry places, which will save much causewaying, and great expense in cutting out frequent windfalls.

C, is Thomas Wyer, Junior's, account, one of the Supervisors of the Road from Saint John to Saint Andrew's, accompanied with vouchers and affidavit, for 1818, amounting to £528: 1: 2.---In which is included monies advanced by him to replace the bridge at Buckabeck, destroyed by fire---and also towards payment of a contract, by John Dean, for turnpiking. He charges £10, for 35 days attendance on the business---

He credits £200, received on a Warrant for the Digdeguash bridge---also £50, appropriated last Session for the Buckabeck bridge---and £100 received of the £450 voted last Year, the rest being received by Messrs. Mount and Vernon---Leaving a balance due to him of £178: 1: 2.

D, is Moses Vernon's accounts for 1817 and 1818, one of the Supervisors of the Road from Saint John to Saint Andrews, accompanied with vouchers and affidavits. The account for 1817, amounts to £416: 9 ---including £40 charged by him for £46 days overseeing and attendance. He gives credit for £400, received from the Treasury---leaving a balance due to him of £16: 9. The account for 1818, amounts to £252: 15: 6---including £10 charged for overseeing. He gives credit for £200, received from the Treasury---leaving a balance due to him of £52: 15: 6.

E, is John Mount's account for 1818, one of the Supervisors on the Road from Saint John to Saint Andrew's, accompanied with vouchers and affidavit, amounting to £141: 5: 11. In this is included the sum of £14: 0: 3, due to him last year, and also £10 for overseeing. He gives credit for £150, received from the Treasury---leaving a balance due by him of £8: 14: 1.

F, is Charles I. Peter's account, with vouchers and affidavit, for money expended on the Road leading from St. John to the Finger-Board---amount £791: 10: 5. He credits £476: 15: 3, the balance as stated last Session---also £450, the grant of last Session, not received from the Treasury. These sums, when received, amounting to £926: 15: 3, will leave a balance in his hands of £135: 4: 10.

G, is Henry Nase's report, as Supervisor of that part of the great road from Fredericton to St. John, beginning at the Devil's Back.

He states, that this part of the Road has been turnpiked in part, and the Rocky Hill, at Sherman's house, levelled from 10 to 12 feet wide, and made a good passage road, which it is considered the Statute Labour will keep in repair, to the Ferry across the Nerepis. On the west side of the Nerepis from the Ferry, towards Saint John, some hundred rods have been turnpiked, small runs and rivulets bridged, and the worst places amended.---The Statute work from the few inhabitants can be of little use on this part of the road. The rocky hills between Hammon's and Mullen's creeks, have been made a good carriage road. From Clark's farm to Barker's creek, much improvement is required. A new bridge, of about 200 feet in length, has been erected over Barker's creek, out of the way of Freshets. From the bridge to Col. Ludlow's road, a road is opened two rods wide, fit for any carriage---About 1 mile from the bridge, it meets the Saint Andrew's and Musquash road, five miles from Carleton. ---Some alterations for the better have been made on this road---and it is a good road to Carleton---to the Short Ferry---and from Merritt's house on the opposite side of the river, to St. John.

He states, that his District is by far the worst on the road from Fredericton to Saint John---that it was necessary for him to superintend the work at a distance from home ---and that he has been near 40 days in the business, for which he has charged £25 in his account, which he hopes will be allowed.

H, is Henry Nase's account, with vouchers and affidavit, of money expended by him as Supervisor on the Great Road, beginning at the Devil's Back, amounting to £498: 19: 10½.---In which is included £25, charged for his time as Supervisor. He gives credit for £6: 18: 9, balance of last year---also for £180, received from Edward Miller---for £34: 7: 8, received from James Brittain---and for £283: 6: 8, from the Treasury.---The whole amounting to £504: 13: 1---leaving a balance in his hands of £5: 13: 2.

I, is the report of Daniel Morehouse, one of the Supervisors on the Road from Fredericton to the Canadas.

He states, that on opening the road at the Ferry at Queensbury, it was necessary that it should pass through the improvements of Peter Maserol and others, to whom a Jury adjudged the sum of £61, and that their improvements require gates, in suitable situations, to protect the property. The road made by Archelaus and others, is good, and meets the road at M'Nally's.---The road to that made by Huestis and others, in 1816, is tolerable three quarters of a mile.---From the upper end of Huestis' and Parent's, there are 2½ miles to the lower end of I. Ingram's, which require improvement.---From that, 185 rods have been made this year, which ends at Pennington's bridge.---From this bridge, (one lot excepted) the road was made in 1816 and 1817, a mile and a half.---The there is a mile of very rough stone road, that will cost near £200 to make good.---From the road made by S. Parent, in 1815, has been improved to Anthony Manuel's---One hundred and 18 rods made by J. Morehouse, from the end of this road 1½ miles want improving.---From this to the Naquewickack creek, 3 miles are very bad through a wood. part of it is very rocky and stony, and little more done than cutting out---it will require from £160 to £200 per mile, to make this road good.

This terminates at the upper boundary of Queensbury, almost 36 miles from Fredericton.---At the Naquewickack stream it is difficult to build and secure a bridge.---He proposes building a stone causeway at this place.

From this the road is good, (a small bridge excepted) to nearly the 39th mile.---One mile below the Meductic Falls is improved.---From there the road continues for 3 miles, in the worst ground to make a road in this route, and will require great expense.---From thence, for 2 miles, the road is good.---Thence, upwards of 8 miles, to Gurrier's bridge, require improving.---Hence considerable improvements have been made, by contract, and a bridge made over the Little Presqu' Isle.

From Phillips' to J. Tomkins', 4 miles, the road is bad, and 3 miles of it without inhabitants.---From Tomkins', to the Ferry at Wolverton's, 4 miles, the road is good.---Here the road ends in Northampton, and crosses into Woodstock.---Thence, 6 miles, to the Meductinicikick, across which stream no bridge is yet erected.---From this to the Little Presqu' Isle, about 14 miles, the road is not much improved.---It requires much causewaying, as on the principal part of it there are few innabitants.---A substantial bridge, of 175 feet long, is built over the Little Presqu' Isle.

He states, that the expenditure for the purposes above described, and contracts made, exceed the monies received from the Treasury, and refers to the account which accompanies the report.

He represents, that the great extent of the District has occasioned frequent travelling, loss of time, and expense; and expresses a hope, that the sum of £15, charged in the account, will be allowed him.

This road, he observes, is of great extent ---many parts of it thinly inhabited---and great part of it exceedingly hard to make; and will eventually require large sums to get through with.---And prays, that the sum of £2000, or such other sum as may be deemed proper, may be granted towards it.

K, Is Daniel Morehouse's account, with affidavit and vouchers, amounting to £814: 9: 10, for expenditures, as one of the Supervisors on the Road from Fredericton to the Canadas---In which sum is included £15, for his services as Supervisor. He credits £11: 12: 6, received from the Treasury---also, £6: 0: 6, for delinquent Statute Labor---and £675 in Treasury Notes.---The whole amounting to £692: 13 ---leaving a balance of £121: 16: 10, due to him.

L, is Thomas C. Lee's account, with vouchers and affidavit, amounting to £663: 19: 3, for expenditures in 1817 and 1818, as one of the Supervisors on the road to Canada.

In this sum is included £15, for Interest ---and £5, as Supervisor in 1817---and £15 as Supervisor in 1818. It appears that he has received £510: 10 from the Treasury---leaving a balance due to him of £153: 9: 3.

M, is general account of Daniel Morehouse and Thomas C. Lee, Supervisors on the Canada Road.---In which is stated a balance due to them, for expenditures and contracts in 1817 and 1818, of £275: 6 ---which agrees with the statement in their respective reports.

N, is report of N. H. De Veber, one of the Supervisors of the Westmorland Road.

He states, that during the last summer, between 5 and 6 miles of that part of the road between Jemseg and the Washademoac Lake, have been cleared, drained, turnpiked, and otherwise improved.

O, is N. H. De Veber's account, with vouchers and affidavit, of monies expended by him as one of the Supervisors of the Westmorland Road, amounting to £695: 17: 8. No credit is given of monies from the Treasury.

P, is Ichabod Lewis' report, as one of the Supervisors on the Road from the Finger-Board to the bend of the Petticudiac River.

He states, that last season, 4 miles of the road between Fayerweather's and Johnson's, has been turnpiked, besides other repairs---That, on the Petticudiac, he has let 6 miles to be turnpiked, and also a number of causeways, which are in great forwardness, and he expects will be finished early in the next season, which will make a tolerable road as far as James Blakeney's---That the worst part of the road within his District, is between James Blakeney's and Mr. Pitfield's, which will take £500 to make good---From Pitfield's to W. M'Leod's, there is some very bad road, which will require £300 to make good travelling.

He states, that he is willing to serve the Public, but that his circumstances in life are such, that he cannot do it, without being paid for his services; and that it is very expensive to be from home, besides neglecting his own business.

Q, is Ichabod Lewis' account, with vouchers and affidavit, of money expended by him, as Supervisor on the Road from the Finger-Board to the bend of the Petticudiac River, amounting to £416---In which is included £10, for laying out, letting, attendance, and paying for work, on the road from Fayerweather's to Johnson's---and £18, for 18 days expended within his own District. He gives credit for £787 received from the Treasury---leaving a balance of £371 in his hands.

No. 1, is Silas Raymond's account, with affidavit, of the sum of £25 received by him, and expended on the Road between the Church in Kingston and John Gidney's.

No. 2, is Ruben and Rufus Brockaway's receipt for £60, received by them from Hugh M'Kay, Esq. to remunerate them for extra work on Magagaudavic bridge.

No. 3, is Alex. Milne, Thos. Hamilton, and Ben. Condels' receipt for £15, received from Hugh M'Kay, Esq. for labor, in completing the road over the mountain, near Winder's Mill Stream.

No. 4, is statement by Walter Bates