supply for the working season? and—Can that supply be made available?

21. An accurate survey and sections taken of the ground surrounding the Reservoir proposed, can alone determine the extent to which the waters might be raised, in answer to the first question; and the second question can only be answered by ascertaining if the relative positions of the Canal and Reservoir are in accordance with the second condition stated in paragraph 19, or can be made so. To make them comply effectually with the condition, viz. that the Reservoir shall be so high that the whole of the water may be drawn into the summit level of the Canal, it will be necessary to find a route much lower than the Marsh which would form the bottom of the Reservoir, that these Marshes shall be on a level, or rather above the surface water of the Canal.

22. The only probability of obtaining such a result appears to be, to endeavour to find a route which will admit of carrying the Canal so much below the point O, as to render the whole of the water in the Reservoir available; judging, however, from the appearance of the surrounding country, I do not think such a route can be obtained without an enormous quantity of excavation, and at the expense of lengthening the Canal several miles. An exploration might be made with this view, should it meet Your Excellency's wishes, but I am by no means sanguine in my expectations of any favourable result.

23. The practicability of forming a Canal on this route hinges entirely on the possibility of obtaining an adequate supply of water on the summit level. However advantageous other parts of the line may prove, either in respect to the supply of water, or general level of the ground, they can not be made use of until the summit fever be perfected. It may appear therefore almost superfluous to discuss their merits now, but as it may be satisfactory to Your Excellency to be put in possession of such facts regarding them as I may be able to produce, I proceed to state, that the Memramcook River, from the place where I crossed it, to the Mill, shewn on Plan No. 2, is a succession of Rapids, very shallow, being in many places not more than one foot deep, the bottom sand stone rock, which forms the substratum of nearly the whole ground over which I passed. At the Mill the Dam might be raised considerably higher than it is at present; by raising it, however, a great deal of fine alluvial land would be overflowed and destroyed. The tide flows to the Mill, below which the River winds through low and almost level marshes to Dorchester Island.

24. The great winding of the River renders it very exceptionable for the purpose of navigation, and any measures to straighten it would tend to increase the already very rapid tide. It would be preferable to cut the Canal the whole way, or nearly so, from the Mill of Dorchester Island not advisable to admit the tide waters of the Bay of Fundy, for reasons before stated, such a measure would very much increase the demand for fresh water to maintain so great a length of Canal.

25. Independent of the deficiency of water on this route, there would necessarily be a great amount of Lockage, and a distance of nearly half a mile to carry the Canal into Shediac Harbour to insure a proper depth of water, both of which would add very materially to the expense.

26. The Chart of Shediac Harbour shews the soundings in feet at low water. The ordinary flood tides are from 1 1-2 to 2 1-2 feet, the Spring tides rise 4 feet. It is a singular fact that in Shediac Harbour the tide ebbs to the ordinary low water mark once only in 24 hours.

27. The third and last route examined by me, was from Shediac Harbour to the Bend of the Petitcodiac River, 15 1-2 miles. Having previously passed over the ground between these two points I at once perceived that the only dependance to be placed for water on the summit level, was in the Mill Pond shewn in Plan No. 3. Under these circumstances it was scarcely worth the trouble of minute examination, nevertheless in justice to the public, I directed my course towards the Mill Pond, and thence continued it until I debouched on Babineau's Marsh, two miles below the settlement called the Bend. I selected this Marsh because it appeared favourable to the formation of a Basin to hold vessels waiting for an exit into the Petitcodiac River.

28. The ground passed over, shewn by a red line on Plan No. 3, is considerably more elevated than that of either of the other routes, and I found that the Mill Pond is 119 feet 4-8 inches higher than the neap flood tide in Shediac Harbour, and 113 feet 6-6 inches above the corresponding tide in the Petitcodiac River. I think it probable that a more level course than that I adopted might be found between the two points, but not without passing over an elevation equal to that which the Mill Pond possesses; but in the absence of a more liberal supply of head water than could be afforded by the Mill Pond, it is scarcely advisable to expend time and money in the search.

29. It will require an inspection only of the Plan. No 3 and accompanying section, to shew the impracticability of carrying a Canal by this route, but admitting a more level line might be found to the Mill Pond, and even that a Canal might be formed, whose surface water would be 20 feet lower than that of the Mill Pond, it would require 19 Locks of 10 feet lift each, to pass over the elevation, which, with a regulating Lock at each end, would make 21 Locks necessary, the expense of each of which would not be reckoned at less than £10,000. The cost of Lockage alone would therefore amonnt to £210,000.

30. I may observe that the access to a Canal on this route would be attended with considerable difficulty and expense; on one side is the very shoal water in Shediac Harbour, to overcome which would require the Canal to be carried nearly a mile to sea, a work which could not be executed without resorting to the use of expensive Coffer Dams, or of the Diving Bell; on the other hand are 18 miles of the Petitcodiac River by no means of easy navigation, although I am informed that Vessels in the hands of skilful Pilots rarely meet with an accident.

31. It is only in a case when that requisite supply of water, and other favourable circumstances render the practicability of carrying such a project, as has been suggested, successfully into operation, that the entering upon the undertaking, which must necessarily involve great expense, is justifiable; I cannot consider it so in the present instance. If I am in error, I have erred on the side of caution and much as I shall regret that my opinion may overthrow what has been long a favorite project in this Province, I consider from what I have observed upon the examination of the several routes, that the deficiency of head water renders the construction of a Canal of the ordinary description impracticable.

32. The most natural position for a Channel of communication, between the Bay of Fundy and the Gulf of St. Lawrence, is evidently from the head of Cumberland Basin to Bay Verte, and since it is not advisable to attempt to construct a Canal of the ordinary description, for the reasons above stated, it may be worth while to consider what would be the effect of cutting a Channel from water to water, leaving it to the waters themselves to complete the communication to render it navigable. The level of the neap flood tide at Tignish River is 9 feet 1-2 inch lower than the corresponding tide in the Tantamar River; at flood tide in the latter the water would flow into Bay Verte, and as soon as the tide ebbed below the corresponding tide in Tignish River, which it would do because it ebbs so much more in Cumberland Basin than in Bay Verte, the waters of the latter would flow into the former, and would on account of the great ebb in the Bay of Fundy, continue to flow much longer than it would the other way. The prevailing water therefore flowing through the Channel would be the clear water of the Gulf of St. Lawrence, and would counteract any ill effects that might arise from the muddy waters of the Bay of Fuudy. The subject would however be much more advantageously considered when Captain Owen R. N., has completed the tidal observations contemplated by him in the course of mean time, should it meet your Excellency's wishes, I might, in the ensuing summer, make a farther examination of the ground between the two waters, so as to ascertain the best line on which such a Channel might be formed, with a view to the least amount of excavation, and the most advantageous points of connection with the Bay of Fundy and Gulf of St. Lawrence.

I have the honour to be
Your Excellency's most obedient
humble servant,
H. O. CRAWLEY,
Captain Royal Engineers.

Fredericton, 19th January, 1843.

Fredericton, N. B., 9th March, 1843.

May it please Your Excellency,

1. In reference to the concluding Paragraph of my Report on the Survey of a Line for a Canal to unite the Bay of Fundy with the Gulf of St Lawrence, I have the honor to offer the following observations on the practicability of cutting a Channel across the Isthmus connecting New Brnnswick with Nova Scotia.

2. The object in view is, to cut a Channel of modeate dimensions from Bay Verte to Cumberland Basin, and to permit the action of the waters thus united, to form a Channel sufficient for the purposes of navigation.

3. The Tidal observations which are about to be made by Captain Owen, R. N., I am given to understand, will not be completed in less than one year from the time of commencing them. In absence of the result of these observations, I cannot give any accurate account of the difference of level of the Tides, so as to determine the fall from one point to the other, in order to judge if the current will be sufficient force to effect the desired object; but admitting the fall to be sufficient, it may be well to consider the effect such an opening would have on the Tantamar or adjoining Marshes.

4. Every Spring Tide would, if not restrained by the Dykes, flood the Marshes, which are the most valuable parts of the Farms in that neighbourhood. On opening a Channel as proposed, it will be highly important that the safety of these Marshes shall not be compromised; to prevent this will be a matter of considerable difficulty.

5. The soft soil of which the Marshes are composed, would offer so little resistance to a current of water, that it would be difficult to set limits to the width of the Channel. Dykes placed at any reasonable distance apart, between which the Channel should be formed, would be liable to be undermined and thrown down by the action of the water on the Banks, a circumstance of frequent occurrence to the present Dykes, and from which cause the Tantamar River is continually and perceptibly altering its course; and as the depth of the Channel would gradually extend to upwards of forty feet, it would be extremely difficult to secure the Banks by Piles.

6. That part of the excavation towards Bay Verte would be through Sand Stone Rock, which would yield very little to the action of the water; it would be highly probable that the rocky Channel would become, in process of time, a dangerous rapid; and at the junction of the Rock with the Marsh Land, the water, instead of continuing to flow with a gradual slope towards Cumberland Basin, would, on leaving the rocky part, scoop out the soft soil, and form a fall.

7. It may be observed, that the communication would be for some time interrupted between New Brunswick and Nova Scotia, as no Bridge could be placed across the Channel until the ultimate width of it was determined.

8. These circumstances, deduced from theory, appear to me to render it doubtful after all if a Channel, as proposed, would be easily navigable. At all events, so much uncertainty appears to exist, that the project would be extremely hazardous. With this view of the case, your Excellency may probably agree with me, that it is not desirable to prosecute the inquiry farther.

I have the honor to be
Your Excellency's most obedient
humble servant,
H. O. CRAWLEY,
Capt. R. Engineers.

His Excellency Sir W. M. G. Colebrooke, K. H. &c. &c. &c.

Communication.

FOR THE LOYALIST.

Fredericton, Monday evening, March 20, 1843.

Dear Sir,—The House went into Committee of the whole this morning on a Bill to repeal all the acts now in force relating to Grammar Schools:—Postponed for three months. The doors were then closed, on what account I have not been able to ascertain. On resuming their ordinary business they went into Committee of the whole on the Casual and Territorial Revenue, Mr. Taylor in the Chair, when a most animated debate arose. It seems that Mr. Simonds on Saturday last, attempting to account for the enormous amount of the Government expenditures, stated that when Sir John Harvey left the Province, he left two quarters' postage unpaid. This statement Mr. Partelow this morning proved to be false, having procured the Postmaster's account, which he read. Upon thus finding himself detected, Mr. Simonds attempted to creep out of the scrape by saying he had discovered since Saturday that there was a mistake in the account! and that in consequence of their being no contingencies left, Sir William had paid most extraordinary confession truly; but it availed not, for Mr. End immediately rose, and never did I hear a poor unfortunate so belaboured; he said it was *impossible* it could be a mistake; had it been an error in figures, or an omission, it might have been possible, but this was a plain deliberate statement that Sir John Harvey—the honorable gentleman's most intimate friend!—had run away and left two quarters' postage unpaid! but when he found his erroneous assertion detected he turned about and said it was a mistake! With regard to his other statement, that Sir William Colebrooke, finding no contingent fund, had been obliged to pay two quarters' postage out of his own private funds; he should like to know what had become of the three thousand pounds contingencies granted to the late Governor, and the country wished to know also. He said the honourable gentleman (Simonds) had made a partial statement last year, but he should like to know what had become of the balance. He had taken a memorandum of the honourable gentleman's statement, and fortunately it was still in his possession; he would read it. (Here he read the following account)

	£	s	d
Amount overdrawn in 1839	400	10	0
Expenses in 1840 and 1841	243	2	5
Boundary Line expenses	240	11	0
Reporting the Libel Case	25	0	0
Provincial Aid-de-camp	150	0	0
Militia Expenses	146	2	3
Ferryman at Washademoak	30	0	0
Law expenses in the libel case	136	3	6
Mr. Kinnear's expenses at Grand Manan	35	0	0
African School at St John	10	0	0
Travelling, and other expenses attendant upon the Governor General's visit	211	3	3
Hire of Mr. Cunard's steamer from Miramichi to Bay de Chaleur on the occasion of Sir John Harvey's visit	25	0	0
C. P. Wetmore, Esq., for investigating the charge against the Magistrates of Sunbury	15	0	0
To Mr. Ward as emigrant agent	2	10	1
Canoe hire, Eqecutive Councillors' books, boxes for holding papers, &c.	16	0	0
	1701	3	0
Leaving a balance nnaccounted for of	1298	16	11

which the honourable gentleman (Simonds) said was expended in paying postages, although he now stated that Sir William had to pay two quarters fron his own funds! He concluded by saying that he was sorry His Excellency had got into such hands, who would slandertheir *intimate friend*; and who, he had no doubt, would also slander him (Sir William) when he had left the Province

I was told of a little *fracas* which happened to-day—I did not see it;—the story runs thus:—The stuffed skin of a very large wolf killed by an Indian, was taken into the House, and by way of a *lark*, Messrs. Hazen and Wilmot during the Speaker's momentary absence, placed it in his Chair; but on his return he did not seem to relish the jest, but called the standing order, and the *frolickers* got a reprimand. The probability is that he was not seriously offended, but thought it his duty to maintain the dignity of his station, and by treating the matter seriously prevent such practical jests from recurring.

Yours, &c.,
CURIOSSO.

HOUSE OF ASSEMBLY.

March 25.

Mr. Street, from the Committee appointed on the 24th day of February last, to take under consideration the subject of certain alterations in the Charter of the city of St. John, submitted their Report, as follows:—

"The committee to whom were referred the Petition of the Mayor, Aldermen and Commonalty of the City of St. John; as also that from John Ward and others, Freemen and Freeholders of the said city, severally praying alterations in the City Charter, and having had the same under consideration, have directed me to Report a Bill which they have prepared, under the title of—"A Bill for the amendment of the Charter of the City of Saint John, and which I present herewith.

W. H. STREET, *Chairman.*

Ordered, That the Report be accepted.—The Bill, as reported by the Committee, being then handed in, was read a first time.

On motion of Mr. Partelow, the House resolved itself into a Committee of the whole in consideration of Supplies to be granted for the Public Service—Mr. Scoullar in the Chair of the Committee. The following Resolutions were passed:

Resolved, That there be granted

To Asa Coy and Zebedee G. Gabel, Trustees of the Baptist Meeting House in Fredericton, the sum of £14 10s. being return of duties paid on an Organ imported from the United States in 1841.

To His Excellency the Lieutenant Governor, the sum of £200 to be pain to the Managing Committee of the Baptist Seminary in Fredericton, when it shall be certified to the satisfaction of His Excellency that the Institution is in an efficient state.

To the Committee of Management of the Infant School at Saint John, the sum of £20 in aid of Individual subscription towards that Institution.

To Dr. G. P. Peters, Surgeon to the Vaccine Institution, Central Board, St. John, the sum of £15 for his services for the year 1842.

To the Justices of the Peace of the City and County of St. John, in aid of individual subscription towards the support of the Roman Catholic School establishment in the said City, and now in most efficient operation, the sum of £150.

To the Governor and Trustees of the Madras School, the sum of £400 for the year 1843, towards the support of that Institution.

preme Court, the sum of £100 for his services for the year 1842.

To the Trustees of the Wesleyan Academy at Sackville, the sum of £200 towards the support of that Institution.

To his Excellency the Lieutenant Governor, the sum of £50 for a Missionary for the Melicite Tribe of Indians, stationed at Fredericton, for the year 1842.

To the Sheriffs of the several Counties in the Province, for executing Writs of Election and returning the Members to serve in General Assembly, the following sums:—

To the Sheriffs of Charlotte, Carleton, York, Queen's King's, Westmoreland, Kent and Northumberland, £20 each; to the Sheriffs of Sunbury, Gloucester and Restigouche, £10 each; to the Sheriff of the City and County of Saint John, £35.

To Rachel Martin, a valuable instructress of youth, the sum of £20 for teaching a School in the Parish of Portland, County of Saint John, for the past year.

To the Justices of the Peace for the City and County of Saint John, the sum of £50 to reimburse the Overseers of the Poor for the Parish of Simonds, for expenses incurred during the past year in the support and relief of sick, distressed and indigent Black Refugees; and further—*Resolved*, That this House will not in future make any grant for a similar purpose.

To the Justices of the Peace for the County of Westmoreland, the sum of £25 to enable them to pay a Courier between the head of Petticodiac River and Harvey, through the Parishes of Coverdale, Hillsborough and Hopewell.

To His Excellency the Lieutenant Governor, the sum of £25 towards remunerating a Missionary stationed at Madawaska, for the purpose of giving attendance to the Tobique and other Indians established in the neighbourhood.

And the Chairman further reported, that he was directed to ask leave to sit again.

Ordered, That the Report be accepted, the Resolutions engrossed, and leave to sit again granted.

Wednesday, March 22.

On motion of Mr. Partelow,—The House resolved itself into Committee of the whole on the Bill for raising a Revenue.

Mr. Taylor in the chair of the committee.—Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having proceeded in the Bill referred to them, and the Schedule or Table of Duties and Exemptions therefore being under their consideration,—

It was moved that the blank in the column under the head *British Produce*, opposite to the Articles enumerated "Agricultural Implements, (Axes excepted,)" be filled up with "Two and one half per centum."

And upon the question, the Committee divided as follows: *Yeas*—Mr. Barberie, Alexandre, Stewart, Williston, Wark, Rankin, End. *Nays*—Hon. Mr Simonds, Mr. Boyd, Hill, Brown, J. Earle, Gilbert, Freeze, Perley, Connel, Barker, Payne, Hazen, Scoullar, S. Earle, Partelow, Street, Jordan, Smith, Palmer, Allen, Botsford. Whereupon it was decided in the negative.

It was then moved and the question taken—For filling up the said blank with "*Four per centum*," and it was carried in the affirmative, and the same accordingly filled up with that rate.

That the Committee then proceeding in the said Schedule or Table of Duties,

It was moved—That the blank in the column under the head *Foreign Produce*, opposite to 'Neat Cattle, viz: Ox or other Neat Cattle, three years old or upward, each,' be filled up with the sum of 'One Pound.'

Upon this question the Committee again divided, Yeas, 16; Nays, 13. And so it was carried in the affirmative, and the blank filled up with the said sum of 'One Pound.'

That the Committee proceeded further in the Bill, and after making progress therein, he was directed to ask for leave to sit again.

Ordered, That the Report be accepted and leave to sit again granted.

Mr. Fisher, from the Committee appointed on the 31st of January last, and to whom was referred the subject of the Roads of Communication in the Province, with directions to report the sums required for repairing and improving the same, submitted a Report, as follows:—

'The Committee appointed to take into consideration what sums may be necessary to grant for repairing and improving the Roads throughout the Province, recommend that the sum of £5,254 should be granted for the Great Roads, to be apportioned as follows:—

From St. John to N. Scotia Line,	£500
' Ditto to St. Andrews,	240
' Fredericton to St. John via Nerepis,	200
' Nerepis to Gagetown	40
' Dorchester to Shediac	30
' Shediac to Petticodiac	24
' Richibucto to Ghatham	160
' Newcastle to Bathurst	220
' Bathurst to Campbelltown	800
' Fredericton to Woodstock	560
' Woodstock to the Arestook	340
' Fredercton to the Finger Board	100
' Bellisle to St. John	80
' Fredericton to Newcastle	480
' Ditto to Saint Andrews	400
' Salisbury to Hopewell	120
' Shediac to Richibucto	80
' Woodstock to Houlton	40
' Waweig to Saint Stephen	20
' Oromocto to Gagetown	30
' Oak Bay to Eel River	150
' Arestook to the Grand Falls	440
' Fredericton to the Bend of Petticodiac	200
	£5,254

'The Committee further recommend that the sum of £1,200 should be appropriated rateably in the sums of £100 each to the several Counties in this Province to provide for sundry special objects required by the different Counties, and to meet the varions objects brought under the notice of the Committee.

'The Committee also further recommend that an humble Address should be presented to His Excellency the Lieut. Governor, praying that His Excellency would be pleased to issue the Warrants for the Bye Road Appropriations of the last year.

'All which is respectfully submitted.

[Signed by Charles Fisher, James Brown, David Wark, Alex Rankin, Thomas Gilbert, A. Barberie, W. Scoullar, Joshua Alexandre, Phillip Palmer, S. Z. Earle, J. R. Partelow.]

Ordered, That the Report be accepted; and

On motion of Mr. Fisher; further

Ordered, That the said Report be referred to the Committee of Supply.

THE LOYALIST.

Saint John, N. B., March 30, 1843.

Qualification of Legislative Councillors.—At the last Session of General Assembly it will be recollected that a Bill was past by which no person is eligible as a member of the House who does not possess freehold property to the value of £300, over and above all demands. In the paseage of this Bill the Legislative Council took an active part, and even suggested amendments; this was scarcely fair, for one branch of the Legislative Body should have nothing to say about the qualification of the other branch when that qualification was already established by law. However, it seems that the present House of Assembly were fully determined to *return the compliment*, and passed a Bill fixing the qualifying property of a Legislative Councillor at £500; this Bill was thrown out by the Councillors, who, however they may be disposed to follow the golden rule "Do unto others, as you would they should do unto you," do not seem to *fancy* that maxim reversed, and *suffer others to do unto them as they would have done unto others!* But the House is seemingly determined to persevere, and have appointed a select committee to prepare an address to Her Majesty's Government on the subject, and here at present the matter rests.

It does appear to be an anomoly that a person to become a member of the *lower* House must possess a certain amount of freehold property, while a member of the *upper* House—our House of Lords—need not possess any! but we do not think our Legislature has a right to regulate their qualification by law; the Legislative Council are totally independant of the Province, being appointed by Her Majesty's Representative, and the only way to effect the object in view must be by instructions given our Lieutenant Governor by the Colonial Secretary. The address now preparing will probably induce Lord Stanley to forward such instructions.

Captain Crawley's Reports on the projected Canal to connect the waters of the Bay of Fundy with those which fall into the Gulf of Saint Lawrence.

The above reports will be found in this day's paper, and will of course set the question at rest for several years, but we do not think notwithstanding the Captain's opinions that the question is set at rest for ever; because we think a part at least of his reports are founded on erroneous data. With regard to the route surveyed from Peticodiac to Shediac Harbour, we have no doubt that the Captain is correct when he says it is impracticable, for the reasons therein given, but in the last section of his first report he says in speaking of a Canal from the head of the Cumberland Basin to Bay Verte, "it may be worth while to consider what would be the effect of cutting a Channel from water to water, leaving it to the waters themselves to complete the navigation to render it navigable. The level of the neap flood tide at Tignish River is 9 feet 1-2 inch lower than the corresponding tide in the Tantamar River; at flood tide in the latter the water would flow into Bay Verte, and so soon as the tide ebbed below the corresponding tide in Tignish River, which it would do because it ebbs so much more in Cumberland Basin than in Bay Verte, the waters of the latter would flow into the former, and would, on account of the great ebb in the Bay of Fundy, continue to flow much longer than it would the other way." But in the second report he throws a damper on the projection, by saying it would be extremely difficult to set limits to the width of the Channel in consequence of the soft soil of which the marshes are composed; this may be true; it would no doubt be *difficult*, but we do not think it would be *impracticable*. Again he says "That part of the excavation towards Bay Verte would be through Sand Stone Rock, which would yield very little to the action of the water; it would be highly probable that the rocky Channel would become, in process of time, a dangerous rapid." Now we differ from the Captain on this subject; we do not think it "highly probable," or at all probable, that this rocky Channel will ever become a dangerous rapid. The Captain does not state the difference In the height of the neap tides, but it certainly cannot be over 40 feet; about 4 feet to a mile; will this cause a dangerous rapid? we think not. Besides, even if it were so, is it not possible to erect a lock at the Bay Verte end of the Canal, and prevent the water from flowing through until the tide in the Bay of Fundy had commenced flowing? we think no one will deny the practicability of this.—That the Canal would be an expensive undertaking we have no doubt; perhaps too expensive for this Province to enter into at present—although it should be remembered that only one lock would be required—yet we still believe it practicable, and that at some future date it will be effected, notwithstanding Captain Crawley's unfavourable Reports.

City Election.—Were we disposed to deride ourselves and the unfortunate, we would tell our fellow citizens that they have not hitherto nobly exerted their privileges, and with wisdom selected their City Representatives; but the misery introduced by folly or indifference is a sufficient punishment, and far be it from us to add to their regret by using the lash of satire.

The hour is again at hand, when, if we cannot remedy what is past, we may at least elect those who will in future do us justice—when those we have trusted, and who, as a body, have proved themselves so unworthy, will have to meet us at the Hustings face to face, and the result will shew whether we are determin-