QUEENS' COUNTY BYE ROADS.

£8 from S. Grimshaw's line to James Johnston's Lot, Salmon creek; 7 to finish the road across Lots Nos 5, 6, and 7, between Morris Corney's and Jesse Cromwell's; 7 for the road between Lots Nos. 18 and 19, leading from Foster's settlement to the Waskademoak; 8 from Ham's to John Cochran's, Western Waterloo; 7 from Maxwell's to Kings' county Line; 20 to improve the Hill near county line, English settlement; 10 from Isaac Worden's to Picket's Cove; 8 from George Parker's to Cole's creek; 5 to cut down the Hill between Lawrence Watt's and A. D. Starkey's; 5 from West's to C. Crookshank's; 8 from John Bank's to Obediah Starkey's; 5 from Alexander Stewart's to the English settlement, by W. Somerville's; 7 from Maxwell's to English settlement church; 8 from East Waterloo to Wetherall's Mill, Salmon creek; 7 from James Watson's to the upper line of William Akerley's Farm and from thence to the road to Lewis' cove; 7 from Murray's saw Mill through M'Farland's settlement; 7 from John Johnston's to Murray's saw Mill; 8 for the Salmon creek bridge and road leading to the English settlement: 7 to widen the road and gravel the swamp from John Thompson's to Waskademoak; 7 from King's county line to A Stewart's, on the road leading to Waterloo settlement; 4 to cut down the hill on said road; 7 from Woodstock's corner, Waterloo, to Charles Stuart's; 8 from Thomas Murray's Mill to stake No. 1; 10 to build an approach to the Ferry & improve the road from the Landing to the road at James Starkey's, Long creek; 7 from Reuben Vantassel's to Waterloo Road; 8 from Waterloo to the Great road near Wm. Hugh's; 5 from Andrew Legate's to James Spence's; 8 from Cox' Point to Cumberland Bay Bridge; 8 from James Spence's to M'Lean's Mill; 10 from Cox' point to George Burke's, 8 from George Elkin's to Joseph Barton's; 8 from Cumberland Bay Bridge to G. Burke's; 20 from Dykeman's Bridge to Cox' Mill; 10 from Cox' Mill to the Great road; 8 for the road through Foster settlement; 6 from the school house to Tab's farm; 7 for the road on lot No. 6, between Richard Stephen's and John Elsworth's to the Great Road; 7 from John Roberts' to the Back settlement; 15 from Sand's creek to Washademoak; 15 from Wiggins' Mill, through the settlement, up Young's Cove stream; 7 to repair the Bridge at Cox' Mill; 5 from Wiggins' Carding Mill to Main Road; 7 to repair the Bridge at George Burke's; 12 from Gasperaux Bridge through the settlement west side Gasperaux; 20 from Gasperaux to Salmon creek, and thence to the county line; 8 from Iron-bound cove to county Line; 8 from Red Bank to M'Donald's; 10 from John O'Leary's to Vance's; 5 from Salmon River to Crawford's; 8 for the bridge and road near Guy Brown's; 8 from Robert Dunn's to Red Bank; 20 from Cole Creek Ferry to M'Donald's; 10 from Robert Lackey's to William M'Alister's; 12 from Langan's to Kent county line north side Salmon River; 15 to build an approach to the Red Bank Bridge; 8 from M'Lean's Mill thro' the settlement south side Cumberland Bay stream; 8 from M'Lean's Mill through the settlement north side Cumberland Bay stream; 15 from Brown's Mill to Cain's Point; 8 from McDonald's to Red Bank; 7 from Dickie's Mill to county line; 8 from Joseph Vanwatts to M'Creagh's; 7 from Samuel London's to the county line; 5 from Shannon Settlement to the London settlement; 7 from Craft's to the Shaw's road; 5 from Shaw's Mill to the Shannon settlement; 12 10 from the Meeting house to Charles M'Alpine's; 8 from Shaw's Mill to the county line; 5 from the cove to Shaw's Mill; 7 from David M'Donald's to L'Etoe road; 7 from Somerville's to Thomas Robertson's; 4 from Alexander Clark's Mills to the landing; 100 from Cole's Island to the Canaan settlement; 5 from Nathan S. Taylor's Mill to the Main road; 8 from the Forks to Canaan settlement; 7 from M'Donald's Mill to Alwood's Brook; 5 from Rider's to Perry's Mill Brook; 5 from the Forks down to Cromwell's; 7 from Robert Watts' to John Parker's; 7 from T. Millar's to Coal Creek; 10 from Hardwood Ridge to Bailey's point; 8 from Little River Main Road to Sypher's Pond; 8 from George Clark's to the Forks of Newcastle road; 40 from north side Maquapit Lake to Newcastle; 5 for the road on the line between Sarah and Moses Denton's, Maquapit lake; 5 from the Great Road to Justus Austin's, west side Newcastle; 5 from Yeaman's Mill to the Upper Mill, Newcastle; 8 to open a new piece of road through Mrs. Thorn's farm in Canning; 7 10 to cut down the Hill at Little River north side of Grand Lake; 7 from Gideon D. Bailey's to the water of Salmon Bay; 5 from the Main Road to Mrs. Austin's in Canning; 10 from George Clark's to the Kings' county line; 10 for the alteration at Dunn's; 5 for the Simpson Road; 5 from Gallagher's to the road at the head of the Oenabog; 8 from Matthew's, by Dunham's farm, to the M'Conkey's farm; 10 from Jerusalem Meeting house to the Short settlement; 5 from the Clark settlement to near George Slipp's; 10 for the Brown Road; 15 from George Fox to Kidney's on the Oenabog Road; 10 from Oenabog Bridge to New Ireland settlement; 10 from Samuel Dunham's north line to Lawrence Palmer's north line; 12 from Oceanabog Bridge to Harkin's and Brown's; 15 for the road leading from Wm. Jones' upper line to Moan's Lime Kiln; 5 from Hogshaw's corner to Jerusalem settlement; 10 from Buttler settlement to Friendship hill; 8 from Patrick M'Lauchlin's to the Lime Kiln; 10 from Gagetown road, towards Geary, to the Clown's settlement; 15 6 to remunerate Francis Wood and James Corbit for erecting a Bridge over the Nerepis, near James Graham's; 10 from Nerepis road to Darby Gillan's; 10 from Inches' corner to Kings' county line; 10 for the George H. Lyon Road; 10 from Pulley's corner to the church; 18 from Quin's to the Lime Kiln; 8 for the Butler road, leading from the main Nerepis road; 10 for the Enniskillen road leading towards Hartt's Mills; 10 for the Wm. H. Lyon road; 15 from Merritt's farm to the Lime Kiln; 10 from Wallace's corner to the Yorkshire road; 10 from David Nichols' to the Oenabog; 10 to repair the Wharf at Gagetown; 8 from Dennis Corrigan's to Gagetown road, past Simpson's; 13 5 from the Gagetown road to the road on the north side of Spry Grant, called the Carney road; 15 from Vail's Ferry to the Nerepis Road; 15 from the west corner of the Grant to the late Valentine H. Peters on the Nerepis road, to the Forks of the road near John Faunce's; 10 from Lonnsbury's Ferry to Currie's Mill, and to build a Bridge over the stream.

HER MAJESTY'S SHIP FISGARD.

A tremendous burst of thunder and lightning fell on the mainmast of the Fisgard, on the 27th September last, off the Nisqually River, on the Oregon, which was carried fairly off by the lightning-conductor fixed on the mast, without doing the slightest damage. Captain Dance reports to the Admiralty that but for the efficiency of the conductor the mast would have been totally destroyed, and much other serious damage sustained.

It appears that the ship had been exercising the guns in the course of the afternoon, to the no small astonishment of the Indians. Although stunned by the repeated discharges, we are informed, by an officer on the ship, that when the heavens poured forth their dreadful artillery the previous roar of the cannon sank into comparative insignificance. If fifty broadsides had been discharged at once, the report would have fallen short of the crash of the thunder. The storm commenced about 6 p. m., with heavy rain and sheet lightning. It gradually approached nearer and nearer the ship. At 45 minutes past 7 the 1st lieutenant, whilst standing within a few feet of the mast, speaking to one of the men, was astounded by an intense blaze of light, accompanied by a most violent crash —the electric discharge had fallen on the mainmast.

The man was struck by nearly but his sight by the vivid light, and was at the same time thrown down on the deck. The electric matter passed by the conductor on the mast through the lateral branches to the side, and from thence into the sea, leaving every one in the ship stunned and amazed by the concussion and noise of the explosion.

On examining the conductor, the vane spindle which was completely melted at the upper end, and shattered about two thirds down. The lightning had passed horizontally over the topgallant mast and down the spider-hoop of the steering on the lower mast, about which point two of the joints of the conducting wire started from the mast, and the copper plates in one place separated by the expansive force of the charge for about four inches. It finally passed by the conductors in the hull to the sea, bulging the copper sheet which covered the joint at the iron knees and hole pawing through the side. Not the least damage or inconvenience to the ship arose out of this most astounding explosion, which it must be allowed is a great triumph of science over the commonly destructive element of lightning. Although the universal application of Snow Harris's lightning conductors to her Majesty's ships gave rise some years since to much controversial discussion, yet it appears from this and several other instances, that the general principles on which they have been applied are perfectly borne out by experience, and there is little doubt but that our navy has been rescued by Mr. Harris's labours from a large amount of destruction, the consequences of which would have certainly been very prejudicial to the naval interests of the country.

Some of the greatest men in science of which we have to boast—the learned Dr. Wallaston, Sir H. Davy, Faraday, Daniel Wheatstone, &c—fully conceded in the general views entertained by Mr. Harris relating to the most effectual method of preserving shipping from lightning; that is to say, by rendering the whole mass, together with the masts, so uniformly conducting as to prevent, by a discharges of electric matter falling on the mast would thereby lose its explosive form of action, constituting lightning, and being converted into a comparatively quiescent current traversing capacious metallic conductors, would become dispersed upon the sea without intermediate explosion or damage. Such really appears to be the result as shown in a great variety of instances in which lightning has fallen with explosive violence on the ships of the Royal Navy so prepared. The surveying ship Beagle, under Captain Fitzroy and Stokes, was frequently exposed in several dreadful storms in parts of the world where such storms are most to be dreaded. The ship is reported, on more than two occasions, to have been struck by discharges similar to that which fell on the Fisgard. In the Rio de la Plata an electrical cloud was seen to thunder forth its lightning on the mainmast.

The vessel, it is stated by Lieutenant, now Capt. Sullivan, who had the duties on deck at the time, fairly trembled under the violent crash and concussion, the mainmast seemed to blaze of electric fire, and, but the great body of the charge passed harmlessly off by the conductor, as in the case of the Fisgard. Capt. Stokes, in the account of the last survey, mentions a similar instance. It appears that many of her Majesty's ships—the Acteon, Ann, Dryad, Minden, Racer, Daphne, Scylla—and some others, have received similar protection from equally powerful discharges—indeed, since the universal employment of these conductors in the Royal Navy we have not been enabled to trace any instance of damage to her Majesty's fleet or ships by lightning; which considering the great amount of destruction and loss of life, besides the loss of the services of the ships when most needed, is certainly of vital moment to the naval interests of the country. It appears by the inquiry which took place into the question in 1839, under the countenance of the House of Commons, that nearly one-half of Lord Exmouth's fleet consisting of 13 sail of the line, employed in the blockade of Toulon, in 1813, were on one occasion all disabled by lightning within an hour.

Much of this damage has arisen, undoubtedly, either from an improper use of the temporary forms of conductors originally supplied to the navy, or from their insufficiency—for it is to be remembered that during all this time lightning conductors are supposed to have been supplied to her Majesty's ships, as they are even now supposed to be supplied to merchant ships, especially taken up by the Government. The want of capacity, however, in these conductors—their irregular use and application—their dependance on the officers and crew of the ship for a judicious care and employment of them, together with their being constantly exposed to the operation of all those violent mechenacal forces incidental to a ships rope and rigging, render lightning conductors for ships of a mere palliative kind very uncertain dependence, as experience daily shows. The merchant navy is said to carry wire rope and other kind of lightning conductors yet the mass of damage by lightning constantly occurring in the merchant service is something frightful.—*Sunday Times*.

IRELAND AND THE IRISH.

FAMILIAR CORRESPONDENCE ON HOME AFFAIRS.

Stoneybatter, Feb. 18, 1847.

The first thing I did this mornin', my dear Mr. O'Donohoe, afther quittin' the flea park (as Lord Brougham calls an Irish bed,) was to give myself a rousin' shake, just, in a manner, to be sartin if myself was there at all, I was so bewildhered-like. The course of events, for the last few days, is fairly amazin'. Sturdy ould people tells us not to wondher at anything; but, by dad, sublimary events goes on in this manner, I'll not be surprised to find the Head Pacificator takin' to wather that's not top-dhressed, nor to see Dan himself (The virgin betune us an' harm) rowlin' into La Thrappe—he was ever an' always up to the lasther portion of it—in ordher to complete the makin' of his sowl. No, indeed, not a taste astonished will I be to find daysinsy regulatin' the discourse in the corporashin' an', Conciliation Hall med into a soup kitchin or a synagog.

Well Thad O'Donohoe, don't I know Cannaught? Erra, why not? "My boyhood's home was there," as the hardened ould thief said, pointin' at Kilmainham. I'm boand to the pace. I suppose you know, cout o' havin' a pewther quart in my hand that Tom M'Carthy knocked his jaw against; but if ever I ketch a Connaght man in these parts where he'll be no longer one of her Majesty's subjects, that I may be transformed into a Quaker but I'll pick a difference wid him, as sure as good bought Galway.

An' so for fear there's not enough o' fat in the fire, thim deludin' bucks, the ministhers, threw out Lord Georges railway bill. Why then upon my word and conscience, an' I wouldn't say that if my sinsation wasn't reched this blessed Lint, but I'd rather than the best dish o' stir about I ever left the print of a spoon in, that the "great majority" wor bundled into a couple o' dozen luggage vans, an' slashed full speed against as many more till their feelins wor well hurt; but, 'honor bright,' no bones broken. When Providence grant me patience—no, but did you mind the Irish members lockin' up the lion, White an' puttin their shabby knuckbones against the threasury door, for fear 'twould be opened to carculate money an' work amongst the thousands that of 'em swallowed their humbuggin' professions of attachmint to counthry and other impty imbricasies o' the kind. Wait till one of 'em comes up to me wid his "Thady, my thrip, how goes it?" an' if I don't give him a bit o' my mind, *wobuldish*. Let us hear from you, up or down; anything to thravel my sinsation, as poor Chuck Mack said when he found his leg in the man-thrap.—Yours ever, Thaddeus dear,

TERRY DRISCOLL.

Mr. O'Donohoe, St. Giles's, London.

WINDOW GLASS, &c.

Just received by the *Lady Caroline*, from Liverpool.

5,000 feet Large Sizes—ably Thin

10x14	11x15	14x18	18x20
15x22	16x22	16x24	18x26
18x28	20x30	22x30	24x36
26x38	28x40		

ALSO—1 Case STRAW BONNETS.

By the Fleetwing Jane, from Boston:

15 CHESTS Tea.

March 12. JOHN KINNEAR.

Notice.

THE business heretofore carried on by the subscribers under the firm of N. & J. ADAMS, is this day dissolved by mutual consent. All parties indebted to the said firm, are requested to settle the same before the 1st day of April, and all debts due by the said firm will be settled by N. Adams, at his old stand, King street.

NATHANIEL ADAMS,
JAMES ADAMS.

St. John, March 3, 1847.

100 HHDS. Prime Retailing Molasses, just arrived, and in Bond, for sale by the subscribers.

12th march J. & S. FAIRWEATHER.

L. Blanks, Handbills, and Job Printing of all kinds, executed at the Chronicle Office at lowest prices.

THE CHRONICLE.

SAINT JOHN, APRIL 23, 1847.

CHIGNECTO RAILWAY COMPANY.

A Public Meeting for the organization of this Company, was held at the Custom House building on Wednesday the 21st instant, and was most respectably attended. The chair was taken by the Hon. A. E. Botsford, and W. E. Twynam, Esq. was requested to act as Secretary. The chairman opened the proceeding in a very forcible and lucid address, in which he showed at considerable length the great public and private advantage likely to result from the undertaking. The Acts of Incorporation and Facility were then read, as also the Prospectus. After passing a Resolution expressing entire approbation of the scheme, a Provisional Committee was nominated (with power to add to their number) to open Stock Lists, and make such preliminary arrangements as may be necessary, until the election of Directors takes place under the provisions of the act of incorporation.

The utmost unanimity prevailed at the meeting, and all appeared to be fully sensible of the beneficial results which the proposed Railway offers,—extending, as it will, our commercial relations with our own and other Colonial Ports on the Gulf of Saint Lawrence, and opening a direct and rapid communication with Canada.

The Capital is settled by the Act of Incorporation at £50,000, in 2000 shares of £25 each; and so soon as £10,000 are subscribed, and 10 per cent. paid in, the company will be fully organized.

We wish the promoters the most complete success, and do not doubt that the energy and enterprise which our citizens have so often exhibited, will be united to bring this important measure into active operation.

At a Meeting of the Common Council on Tuesday last, the new Mayor, John R. Partelow, Esq. was sworn into office, and took his seat at the Board. The Members of Common Council, elected to serve the ensuing year, together with other Officers of the Board, went through the same formality.

NEW VESSELS.—A fine new ship called the *Levant* of 790 tons, was launched on Wednesday last from the building yard of Mr. James Briggs, in Portland.

Towed into the Harbour on Saturday morning last, by steamer Saxe Gotha, a beautifully modelled Brigantine of 152 tons, called the *Madequah*. She was built at St. Mary's Bay, by Mr. Stephen Marshall, of the very best materials, and is owned by Mr. John W. Craig, of this city.

On Tuesday last, a new ship of about 800 tons, named the *Cranston*, was launched from the shipyard of Mr. Hugh Irvine. Her materials are of the best description, and for durability of workmanship and beauty of model this fine vessel cannot be surpassed. The C. is owned by Thomas Edward Millidge, Esq., of this city.

The fine steamer for the river St. John, which has been in course of construction since last summer, at the ship yard of Mr. Irvine, Courtney Bay, was launched at high water on Saturday last. She is thoroughly built, of the very best materials, and her model being after those of the American river steamers, combined with a powerful engine, it is expected her speed will be very great:—she sits beautifully on the water, and her appearance as a steamer is far before any that as yet run upon our river. We hope her owners may realize to the fullest extent their anticipations of so fine a vessel; on, in order that what I had undertaken should be carried through.

With best wishes for your health and happiness, I have the honor to remain,

With much respect, Gentlemen,
Your most obedient servant,
L. DONALDSON.

After receiving the Address, His Worship the Mayor addressed the Members of the Common Council to the following effect:—

GENTLEMEN,—Being about to retire from my official connection with the Corporation of this city, I have concluded to engage a Professional Gentleman to take notes of the observations which I am about to address to you; because I consider their correct publication to be a duty I owe, not only to myself, but to you and to the community at large.—In addressing this Board upon entering upon my present office, four years ago, I stated, that it would be one of our first duties, to ascertain exactly the amount of the debt due by the Corporation, up to a certain period. That was done; and instead of about £80,000, as it was at one time asserted to be, or £102,000 as it was afterwards alleged, the fact turned out to be, after a full inspection of the affairs of the Corporation, that the actual amount of the City debt, four years ago, was £125,000 and no more. By various payments on account, and by the Legislature taking off a large sum for which the City was liable, and by a variety of other arrangements, the gross amount of debt with interest was reduced to £115,366; which sum was finally awarded to the City creditors and set forth as due to them in the Act of Assembly. On the whole amount thus due, instead of three per cent. as agreed upon by the Trust Deed, you have yearly paid five per cent. interest to the Bondholders in half yearly payments; and those payments of interest are now as regularly and punctually made on the 1st of June and 1st of Dec. in each year, as money can be found. It was observed also by me, at the period of my entering office, that it should be ascertained by you how this immense amount of debt had arisen; particularly as a Report drawn up by Mr. Vanhorne and signed by Aldermen Hand and Vanhorne, had made it appear, that in 1837 the Corporation Debt was only £23 000; and this seeming to shew, that in six years time from that period, the debt had increased by the enormous amount of £100,000 besides the expenditure of the revenues received during that period. It became then our duty to ascertain, if possible, how that immense additional sum of debt had been incurred. This has not been done; this Board never could do it; no man could do it; it was impossible to be ascertained. We found the Corporation accounts in a state of the most unprecedented confusion; a portion of the accounts and documents had been destroyed by fire; and the accounts therefore were made up by a Committee of this Board in the best way they could. It turned out, in our progress, that large amounts had been charged in the shape of Bonds, which were not warranted to be charged in that form; that money was charged as paid, which never had been paid: that sums had been paid to the late Chamberlain which had been neglected to be credited in his accounts; and that the Four Shilling Note account was a mass of confusion. It was then thought proper to call the attention of the Trustees to these facts; the accounts were most carefully examined and reported upon by Mr. W. Mackay; as also by Aldermen Smith and Vanhorne and myself; they were also fully, carefully and scrupulously examined and agreed to by, perhaps, some of the very best accountants in this country, viz: Messrs. Swinney, Smithers, Wright and F. A. Wiggins; the result, you all know. I am glad to see Alderman Vanhorne here, because I am sure he will do me the justice to say, that, at the time, I strongly objected to the *form* of Arbitration on those accounts. I said that the Accounts had been settled and Bonds given and received in payment of the balance; and that all that the late Chamberlain had to do was, to rebut the allegations of *surcharges* made against him.—But the Trustees at a meeting in the Bank of British North America took a different view of the matter; and the result I am not surprised at.—It was then, in 1843, also stated, that attention should be turned to the Rent Roll; which, as far as possible, is now complete. It is defective only on account of certain leases which have fallen out of date, and not been renewed; but the great existing difficulty has been from want of a new Trust Deed; there being certain difficulties between the Hon. John Robertson and this Board, which, from want of such document have prevented a renewal of his & other leases. That, however, is not the fault of this Board, but is attributable to other causes.—Lastly, I mentioned to you, on taking office, that the Chamberlain of this City was not to be considered as a common Collector of Rents or Taxes; it was not his business to be running from house to house to collect the revenues of the Corporation; you, as the Corporate body, are the Guardians of all the resources and credits of the city, and are bound to see that they are duly collected and applied; it is the business of the Chamberlain to remain in his office to receive the payments brought to him; and it is your business, through him, by written notices to notify parties indebted to the Corporation to make payment, in the same manner as the Banks notify their debtors. Those were the observations, Gentlemen, that I made to you, on coming into office; I will now state what has been done. It is my duty to mention here, that it may go forth to the public at large that amidst all the ruin and dismay that were spread over the city at one time, this Board boldly and resolutely determined to cancel the floating Corporation liabilities in the shape of *Four Shilling notes*: this was done to the amount of £2343 10s. which were duly burned; and it was wisely done. Then there was an account called "the Burnt District Account;"—all balances due thereon have also been paid off, amounting to £909 4s 10d. Owing to the unfortunate system, or rather absence of system of keeping accounts formerly pursued, the sum due to the Watch, Scavenger, Lamp and Statute Labour accounts had been applied to other purposes, up to 1843. This improper mode of appropriation has been discontinued, and all the arrears due to those accounts, amounting to the sum of £1295 5s. 9d. have been fully paid off. In addition to this, a variety of debts and liabilities, to the extent of £3100 have been paid by this board, including every debt or claim of £20 and under, up to April 1843; while the annual Interest or Dividends, on the debt, to the amount of £13 529 5s. 1d has been paid; and, in all this time, *not one shilling has been borrowed*. I would also remind you, that there is at present in the hands of the Chamberlain a sum of £363 16s. 7d. of unclaimed dividends; a fact which is of itself a high compliment to the system which has been pursued of late by this Board, and by the present Chamberlain. So fully aware are the whole community, that money allotted for any specific purpose, is perfectly safe, and that it will be scrupulously kept for such specific purpose only, that parties do not always call for their dividends when due, and the amount therefore remains in the Chamberlain's hands till applied for. On the Statute Labour account, also, there is a sum at present on hand of £40 17s. 2d. balance of last year, after the whole expenses of the season were defrayed.—Of the Watch Tax there is a sum on hand of £754 7s. 7d. There is a sum of £47 6s. 1d. in hand on account of the Fire Department; and there is already in the Bank a sum of £500 on account of the Dividends coming due on the 1st June next.—Independently of all this, as you are aware, in 1843, we had no Markets. You have since built them, and paid for them, and now derive a rent from them of over £800 per annum.—Again, independently of the £13 529 5s. 1d. paid as Dividends on the debt, the Chamberlain has paid, half-yearly, the full interest on all the pledged property of the Corporation, on which the Trustees are only second Mortgagees; and also a large amount of back rents due for Navy Island and Fort Neck: amounting, altogether, to about £1750. Besides all this, you will boldly challenge any comparison between the condition of the Streets and Squares of the city, at the present time, and the period when this Board came into operation, March 1843. They have been kept in better order than at any period of the City's history; new Streets have been made, and the Squares have been essentially improved. One subject connected with the streets and squares I particularly beg to mention; which is, never to give up the control and expenditure of this money by the Board. Trustees and other Bondholders have repeatedly urged its being given up, towards increasing the general funds. This has invariably been refused, this Board thinking it neither expedient nor proper; the law of the Province being directly opposed to any such appropriation. I hope this will never be done; the law never was passed for any such purpose. At the period of my taking office, there was also a large Mortgage on the steam Ferry Boat, amounting to £876.—besides arrears of interest amounting to about £100, which is now all paid off. I have great satisfaction in stating, that the income derived by the City from the Mayor's office, has every year increased since I have occupied it; last year the sum collected there was £237 11s. 11d.; and I have no hesitation in saying, that if common industry and prudence are exhibited, the receipts of that Office will still steadily increase.—There is one Act, passed by the Legislature, for which it is my duty to return thanks to this Board. That Act was passed on your own petition; by that petition you prayed, that in the existing state of the City funds—(and it was not the Legislature that proposed the measure; it was not from any sort of door movement or pressure that it emanated; but it was your own voluntary petition)—that the Legislature should put a stop to the possibility of increasing the City debt: that was your own prayer, and it was one of the wisest things you ever did. That Act has since been passed, and in case the Corporation cannot implement any claim on the bondholders in any case not fully realized by the ordinary resources, the Corporation shall have power to lay an assessment on the city to the extent but not more than £1000 per annum, so as to raise the amount of the dividend to 5 per cent. on the whole debt.—There has been a good deal of discussion at this Board on this subject: Mr. Alderman Smith has often argued, and probably with great propriety, that such assessment should only be raised and paid the bondholders on condition that they would take 5 per cent. in full; and which many of them consented to do: but in the event of that not being agreed to, the period when the new Trust Deed has to be entered into, will be the proper time to consider the propriety of having it drawn with some such provision as is contended for by Alderman Smith. Such Tax may never be imposed, and on the exertions of the officers of this Board must it depend whether it shall be. At present you are paying the bondholders regularly and promptly 5 per cent. interest; but neither should you forget, nor the public be misinformed, that there is at the moment running on, at the rate of £1100 and upwards per annum, a *new debt*, being the difference between 5 per cent. and the legal 6 per cent. per annum of interest due upon the debt. This is not your fault; but the community should know that such a new debt is hanging over them, and is growing every year. One other matter is worthy of remark. In the statement of the debt of £115,366 there are embodied various sums amounting to £4807: 17 which are in no way secured to the bondholders, under the Trust Deed, being of dates after that document was made. You very prudently got it acknowledged in the statement of the debt contained in the Act passed by the Assembly; but in the event of any difficulty hereafter, the old Trustees may say that they are not bound to recognise that sum, as it stands not to be credited in their possession; they hold the property, and have the power, and they possibly might act in this manner. But I should confidently hope that they will not do so: it would be ungenerous.—When the Trust Deed was given, the amount of debt was enormous, and the prospects of reducing it very poor indeed. You have since that period paid off immense sums, and the total property is now better in value by £15,000 to £20 000 than when that trust Deed was signed; while the income was increased 50 per cent. It would therefore be ungenerous in them to take the advantage to which I have alluded; neither do I believe they will. Corporation Bonds, four years ago, were offered for sale at from 50 to 55 per cent. on their amount; they have lately been sold at 85 per cent. No words that can be used, will better convey an assurance of the confidence of the public in the present system of management, than this one fact.—As I am now about to leave you, perhaps you will excuse my giving you one piece of advice, which is—*never anticipate payments*. If you have any cunning dues, and payments to make, or liabilities of any kind to meet, meet them according to your actual resources in hand; don't anticipate in any way, especially by discounting notes: if you have not funds on hand, don't attempt to pay or make any partial payments; but pay when you can, and as fast as funds come in; tell your creditors you have not the money, and they must wait till you get it; but never mislead the people by hollow appearances or pretences—breast the difficulty at once. This is the only piece of advice that I presume to offer you; but it is one that involves serious consequences.

Gentlemen—As a quarterly account is the first of this month, it will be handed into the Chamberlain's Office to-morrow, and as soon as the Clerk can make up the accounts to the first of May, my account in full will be put into your hands.

In concluding my remarks, I would only say, that we all partake of the common human frailty; we are all liable to err; we all have our passions, our feelings, and our prejudices. During the management of the city affairs for the last few years, bitter observations have often been made, and severe strictures on various parties, in the public papers. I can only say, I am sorry such should have been the case. I did not join in them; I had nothing to do with them; I have, in my time, suffered as others have done, myself in the same way; all public men are liable to such unpleasantness. I never have frequently been attacked by anonymous writers and newspaper contributors; every active man in small communities must expect to be so; but I am too proud to care for such things, and in place of answering, I always suffered them to have their own way, without any interference on my part.—When His Excellency the Lieutenant Governor first spoke to me regarding the office of Mayor of this city, I stated to His Excellency that in the then state of confusion and ruin in which the Corporation affairs were involved, my appointment would necessarily subject me to many bitter observations by parties whose accounts might be incorrect: but having accepted the office, I determined to waive all personal considerations, and resolutely and determinedly to do my duty as long as I held it, and without reference to any other consequences. If I do not in all respects leave the affairs of the city as I could wish, it is because it was impossible: I have done what I could—you have done the same—I have now to thank you sincerely for the kind, courteous, and gentlemanly feeling and manner which your Board have evinced towards me during the four years that I have presided over it. Of course we could not always agree in our opinions, but you have uniformly acted towards me with the best dispositions and gratifying deportment; and I therefore return my sincere thanks.—I have also to return thanks to a gentleman, who is now on the other side of the Atlantic. Many years ago, when first retiring from the office I now hold, I said, that the Common Clerk of this city was one of the best public servants to be found in the country. I thought so then, and I think so now; and I leave the Board with every wish for the health and happiness.—The Chamberlain of the city is well known to you all: you have just unanimously re-elected him to the office that he has so faithfully and efficiently filled for the last four years; and the value of his services is too well known to require any commendation from me. The public also have a perfect confidence in that officer; they well know, that all the sources that come into his hands will be promptly paid over wherever they are due; he is a gentleman of independent fortune and station in society, of the strictest integrity and punctuality, and the city is fortunate in possessing so trustworthy and faithful an Officer.—There is another, and the last public officer whom I shall mention, and that is the Land Agent, Mr. Lugrin. A more persevering, or a more correct business man, I never know; in his accounts, and in all the duties of his office, both as Land Agent and as Clerk to the Chamberlain, the utmost regularity and correctness are always evident; and I sincerely hope, that as time passes on, and when a proper opportunity in respect to funds may enable you to do so, you will mark your sense of his services by making some addition to his present limited emoluments. Since the present Chamberlain and Land Agent have been in office, their exertions have been a blessing to this Board, and the city has greatly benefitted by their labours: no difficulty ever occurs in their department; it is a pleasure to do business with them. In conclusion, I will only add, that notwithstanding all the abuse which has been so freely bestowed, and notwithstanding any differences which have arisen between others and myself, for doing my duty sternly as Chief Magistrate, I freely forgive them. My conduct has been just what I considered to be my DUTY; and aware that time will do justice to the line of conduct adopted, especially considering the task I have had to perform, I am content to abide the result.

His Worship having concluded his observations, the Council adjourned.

The Philharmonic Society of this city, have arranged with the Directors of the Mechanics' Institute for the use of their splendid Hall, to celebrate, by a Concert, the Sixty-fourth Anniversary of the Landing of the Loyalists on the shores of New-Brunswick, on the 18th May next. We understand that a Militia Ball is also in contemplation to celebrate the same event.

The latest accounts from Mexico furnish information of the retreat of Santa Anna's army to San Louis Potosi, they having been driven to this measure in consequence of their total destitution of the requisites of an army, being completely dispirited, and the soldiers absolutely fighting for a mouthful of bread. Under these circumstances, the Americans have nothing but the effects of climate to contend with.

ARRIVAL OF THE APRIL ENGLISH MAIL AT BOSTON.

The *Cambria* arrived in Halifax on Sunday, at 6 p. m., after a stormy passage of 14½ days, and at Boston, Tuesday, 6 p. m. Among the passengers were the new Governor of Newfoundland, Sir Gaspar LeMarchant and Family; and for this city, Messrs. H. K. Smithers, Hegan, Gillis, Fotherby, M'Namara, M'Cullough, Geo. Young, F. McDermott, T. S. Estey, W. Doherty, A. McTavish, E. E. Lockhart, Thomas Cannon and Family, and James Alexander, who arrived in St. John last night at 12 o'clock in the steamer *Herald*, via Boston and Eastport.

By Mr. Alexander we have been furnished with Liverpool papers to the 4th instant, from which we make the following extracts:

The most important event since the departure of the Hibernia is the decline in the price of provisions. The Corn markets are receding in every direction, and in some descriptions—that of Indian Corn, for instance—the fall has been astounding. The price has receded about 24s. The rapid rise in this species of food surprised many persons, and even the judgement of the uninitiated, exceeded the necessities of the case. Flour, like Indian Corn, has sustained a considerable fall and the existing depression can hardly fail to increase by the fine spring weather we are now enjoying, which foreshadows an early an prolific harvest.

The principal interest of the Parliamentary proceedings relate as usual to Ireland. The battle in the popular branch of the Legislature is still a Poor-law for that country. The Government measure has been debated at great length, and amid much opposition. The amendments have been various but most of them have shared the fate which they deserved—defeat; and, in too many instances, the cloven foot of interested selfishness has been visible. The object of the dissentients has been to make the measure as worthless as possible, and to throw, as heretofore, the burthen of supporting the poor of the sister kingdom on the people of England. The Irish landlords instinctively recoil at contributing their fair share. But the bill is now safe—so far, at least, as the House of Commons is concerned. The bill has gone through its most critical stage—the committee, and the third reading will take place after the recess. In the House of Lords there is no reason to believe that it will fare worse than in the more democratic House. The calamity which has overtaken Ireland, will, when the present storm has been blown over, prove of permanent service. A better system will supercede the one which has entailed so much misery on the wretched inhabitants; and when the lords of the soil find that they must do *something* towards the support of the poor—when relief comes compulsory, and not optional, the owners of property will have the strongest pecuniary inducement to raise the condition of the pauper by means that will prevent him from becoming a burthen on the community.

Liverpool Timber Trade.—The arrivals this month from British America consist of seven vessels, 5107 tons, against nine vessels 4457 tons in the same month last year. There has been a fair consumptive demand, more particularly in the supply of railway requirements, and there has been some improved feeling in the market with firmer prices.

The Board of Admiralty have entered into a contract with the Peninsular and Oriental Steam Navigation Company, for armed mail steamers to Vigo, Oporto, Lisbon, Cadiz, and Gibraltar, to sail the 7th, 17th, and 27th of each month, from Southampton.

A vessel has arrived in London with 2000 barrels of flour from Venice. Although corn has frequently been imported from that city, flour had not previously been brought thence.

The Pope has ordered general gas works to be constructed beyond the walls of Rome, in order to light the streets and supply private consumers.

It is expected that in the spring of 1849, a helmet similar to the one in use in the Prussian service, with the additional horse hair plume, will be taken in wear by the British Infantry.

EUROPEAN CORN TRADE.

LONDON.—Here, as in Liverpool and other leading places, our Corn market has been quite unsettled; and during the first fortnight of the past month the trade was firm, and prices advanced on Wheat 2s to 5s per qr above our last quotations; Flour also obtained higher prices; but nothing of interest transpired in Indian Corn. From the 16th ult. to the 1st inst., there was a kind of stagnation in the business. On the 17th Flour fell 1s to 2s per bl. Holders of Grain, Wheat manifesting no desire to sell, our last quotations were nominal. Indian Corn had but a dull sale, and the highest price obtainable was 60s per qr. Both Wheat and Flour receded on the 22nd —the former 1s to 2s per qr. and the latter 1s per qr; Indian Corn was pressed on the market at reduced prices. From the 22nd to the 29th, the downward tendency, noticed above, continued, and further reductions took place on most of the articles offered for sale. On the 29th Wheat fell from 2s to 4s, and, in some one or two instances, 5s per qr. The price of Flour was unsettled. American was saleable in retail at 1s to 2s per bl below the rates current on that day se'nnight. Hardly anything was done in Indian Corn. A somewhat better feeling has manifested itself in the market held on the 31st.—Wheat was sold on fully as good terms as were current on the 29th. Foreign Wheat sold at full prices. Other articles remained at our quotations.

LIVERPOOL.—There have been several changes in our Corn market since the sailing of the Hibernia. Large imports of all descriptions of bread stuffs to every part of the United Kingdom has had the effect of pulling down prices of all kinds of Grain and Flour. The fluctuations during the month amount to 1s per 70lbs on Wheat; 6d per 45lbs on Oats; 6d per 60lbs on Barley; 3s per quarter on Rye, Peas, and Beans; 6s per barrel and 8s per sack on Flour; 2s per load on Oatmeal; 24s to 25s per 490lbs on Indian Corn; and 10s per barrel on Indian Corn Meal. Within a few days past a reaction has been experienced in Peas of 2s per quarter; in Flour of 2s per sack and barrel; in Indian Corn of 3s per 480lbs; and Indian Corn Meal 2s per barrel. And the trade generally has assumed more firmness, with some heavy transactions in Flour at 37s to 38s per barrel for Western Canal; Philadelphia and Baltimore, 36s to 36s 6d; New Orleans, 34s to 35s per barrel on the sp