SAINT JOHN, NEW-BRUNSWICK, FRIDAY, APRIL 29, 1849.

THE Weekly Chronicle.

Volume 13. "Nec Rege, Nec Populo, sed utroque." Number 24.

THE SAINT JOHN CHRONICLE,

Is published every Friday afternoon, by DURANT & Co., at their office in the brick building of L. H. Deveber & Son, west side Prince Wm. street.

☞ Visiting and Business Cards, (plain and ornamental,) Handbills, Blanks, and Printing generally, neatly executed.

TERMS OF THE CHRONICLE:—

12s. 6d., in Advance;—$3 if not paid until the termination of the year:

But as the Proprietors intend to discontinue, as far as practicable, the *Credit system*, and stop the practice of making *good subscribers* contribute for those who *never pay*, they offer the following

Inducements for Clubbing,

by which means parties will be able to procure a valuable Family and Business Newspaper at a CHEAPER RATE than any heretofore offered in this Province. They propose to send

For $10 IN ADVANCE, 5 copies of the Chronicle, *to one address*, to any part of this or the Sister Provinces, for One Year;

For $20 in advance, 11 copies for One Year;

For $40 in advance, 24 copies for One Year;

Mind! IN ADVANCE, and to one address.

All letters, orders, communications, &c., must be post paid, and addressed to

DURANT & CO.

Chronicle Office, Saint John, N. B.

Weekly Almanack.

[The time of high water here given is for A. M.]

March.		R.	Sun. s.	Moon s	H.	W.
21	Saturday,	5	9 6	48 4m	34	10 25
22	Sunday	5	8 6	49 Sets	11	11
23	Monday,	5	6 6	51 7s	52	11 54
24	Tuesday,	5	4 6	52 9	6	0 16
25	Wednesday,	5	3 6	53 10	16	0 50
26	Thursday,	5	1 6	54 11s	26	1 41
27	Friday,	4	59 6	56 0	6	2 31

New Moon, 22d, at 7h. 23m. afternoon.

Mutual Insurance Company.

THIS Company is prepared to receive applications for Insurance against FIRE upon Buildings and other Property, at the Office of the subscriber. I. WOODWARD.

St. John, Nov. 11, 1846. *Secretary.*

ROYAL MAIL STAGE!

PASSAGE to ST. ANDREWS

THE subscriber being under contract to convey one of Her Majesty's Mails between St. John and St. Andrews informs his friends and the public that he leaves the former place every Monday, Wednesday, and Friday mornings, and leaves saint Andrews on each succeeding day.

Stage books kept at the Saint John Hotel in this City, and at Pheasants' Rail Road Hotel, Saint Andrews.

Passengers travelling on this route will receive every attention from the Proprietor; and to ensure comfort, will be driven in COVERED COACHES, with five changes of horses on the road.

Aug. 18. W. H. WILLIAMS.

ROYAL MAIL STAGE

BETWEEN

St. John and St. Andrews.

THE subscriber having become contractor for conveying Her Majesty's Mails between St. John and St Andrews, hereby gives notice that he leaves St. John, with commodious Carriages and good Horses every Tuesday, Thursday, and Saturday morning at 6 o'clock, and St Andrews every Monday, Wednesday, and Friday morning, going thro the same day.

Passengers travelling on the route, will receive every attention from the Proprietor of the line, with whom they are requested to leave their names or at the Commercial Hotel, St. John, and Segee's Hotel, St Andrews, where Stage Books will be kept.

October 15. GEO. CHRISTY.

ANCHORS, CHAINS, &c.

Now landing ex ship *Unicorn*, from Liverpool:—

3 BEST Proved Short Link CHAINS, 7-16, 5/8, and 3/4 inch;

7 best proved Stud Chain CABLES, 90 fathoms each, assd. 13-16, 11-16, 1/2, 1/4, 1/8, 1/4, and 1/2, in.

1 best Wood stock ANCHOR, 31cwt 3qrs. 1 lb.

6 best Blacksmith's ANVILS.

Ex ship *Thomas* from Liverpool—

20 Tons Bolt IRON, well assorted; for sale cheap for approved payment WM. CARVILL.

July 27.

Torryburn House,

RE-OPENED.

SEVEN MILES FROM THE CITY.

THE subscriber having leased the above establishment, begs to inform his friends and the public generally, that he has fitted and furnished it in a superior manner, and rendered it in every way comfortable and convenient for those who may favour him with a call.

Private families can be accommodated—and all who visit his house may rest assured that every attention will be paid to them.

Dec. 15. PETER DRAKE.

HAMMOND RIVER HOUSE.

THE Subscriber grateful for past patronage from the Travelling community, begs to inform his friends and the public at large, that he has lately removed his establishment to the above House, 16 miles from this City, 1 mile North of Hammond River Bridge, where he is prepared to entertain Travellers at all times and seasons

DINNERS, &c. &c. got up at shortest notice.

Constantly on hand, a choice supply of WINES, &c. &c.

Comfortable and commodious Stabling attached to the Premises, careful hostlers always in attendance. WASHINGTON ALDEN.

February 2, 1849

Shirting Cottons.

220 PIECES Shirting COTTONS, ex *Caro*, for sale cheap

29th sept. VAUGHANS & LOCKHART

Printing Paper.

RECEIVED at the Liverpool House ex Beverly from Boston.

10 Reams Royal Printing Paper, 23x33;
10 do. do. do. do. 25x36;
10 do. Fine Blue Ruled Letter Paper. For sale cheap by VAUGHANS & LOCKHART.

CUMBERLAND BUTTER.—12 firkins prime Cumberland Butter received and for sale by

Nov. 10. T. HANFORD.

National Loan Fund

LIFE ASSURANCE SOCIETY

of London.

EMPOWERED BY ACT OF PARLIAMENT.

Capital, £500,000 sterling.

Exclusive of a Reserved Fund (Surplus Premiums) of £37,000 sterling.

BOARD OF LOCAL DIRECTORS AT ST. JOHN, N. B.

(Office Nelson street.)

ROBERT F. HAZEN, *Chairman.*

Edward Allison, Esq. William Wright, Esq.
John W. Gray, Esq. F. A. Wiggins, Esq.

Advantages offered by this Society.

PERFECT SECURITY, arising from a large Capital, totally independent of the Premium Fund.

LOANS.—Two thirds of the Annual Premiums paid, or half the Premiums for the first five years which half may remain on interest, to be deducted from the amount of the Policy at the death of the insured

LOW RATES OF PREMIUM.—The rates of Premium are as low as any society of equal standing.

DIVISIONS OF PROFITS.—The Bonus in this Society are declared annually, and each year the Assured has the option of receiving the profits in Cash, in reduction of Premium, or in addition to the sum insured.—The Bonus are permanent.

Premiums may be paid Annually, Half-Yearly, or Quarterly.

Insurance may be effected for one year, for five years, or for life, with or without participation in the profits of the society.

A liberal allowance for the surrender of policies

Every information as to the Society's Rates of Premium, mode of Insurance, and blank forms of application, may be had at the Office of the subscribers, or of the sub Agents, who have Pamphlets for gratuitous distribution, and all documents required for effecting Insurance.

SUB-AGENTS FOR NEW BRUNSWICK

Bathurst—Theophilus Desbrisay, Esq.
Chatham—William Carman, junior, Esq
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Dalhousie—William S. Smith, Esq.
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Hopewell: Thomas B. Moore, Esq
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Newcastle: Edward Williston, Esq.
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St. Stephens: Alexander Campbell, Esq.
Shediac and Cocagne: Richard C. Scovil, Esq.
Woodstock; James Robertson, Esq.

WILLIAM A. STARR,
FREDERICK R. STARR,
Managers, St. John, N. B.

February, 1848.

Minerva Life Assurance Office,

King William-street, London.

NO extra charge for residence in British North America, or sea risk to or from Great Britain

All Assurances effected,—proposals for which are made to this Agency prior to the 1st January, 1849,—will acquire an additional year's standing at the Third Division of Profits, which will take place in June, 1852.

Tables of Rates of Premium and every other information can be obtained by application at the Office of RANNEY, STURDEE & CO.

Dec. 22. Agents for New-Brunswick

Chains, Anchors, and Iron.

Now landing ex ship *Queen*, from Liverpool:

TWO 60 fathoms each 3/4 inch Proved Stud CHAIN CABLES;

2 60 fms each 3/4 inch do. do. ditto;
2 60 do. 5/8 inch do. do. ditto;
1 75 do. 1 inch do. Close Link, do;
1 60 do. 7/8 inch do. ditto, do;
1 60 do. 3/4 inch do. ditto, do;
2 60 do. 5/8 inch do. ditto, do;
2 60 do. 1/2 inch do. ditto, do;
2 75 do. 7-16 inch do. ditto, do;
2 75 do. 3/8 inch do. ditto, do;
2 75 do. 5-16 inch do. ditto, do;

5 Wood-stock ANCHORS, fm 6 to 10 cwt. ea.;
10 Iron stock ditto from 1 1/2 to 5 cwt;
837 bars and 25 bundles best Refined IRON, well assorted.—For sale by

22d sept. THOS. F. RAYMOND. *Nelson street.*

Farm for Sale.

A FARM fronting on the Fredericton Road, about 28 miles from the City St. John; containing 100 Acres, with a good frame BARN, and LOG HOUSE thereon; and about 10 of cleared Land. Possession can given immediately if required.—Terms of payment made easy on application to the Subscriber, or at the Store of Mr. C. C. MacDonald, No. 5, North side, King-street.

May 19. SAMUEL BABBIT.

Tea, Coffee, &c.

Per Schr. Beverley from Boston.

22 CHESTS Fine Congo TEA,
10 bags COFFEE,
10 brls. Bright VARNISH,
5 brls. Spirits of TURPENTINE,
7 chests caper Souchong TEA.

For sale by JOHN KINNEAR.

March 2. Prince Wm. street.

IRON & SPIKES.

Now landing ex ship *Ion* from Liverpoopool:

30 TONS common Bolt IRON, assorted
60 bags Deck SPIKES, 4 to 10 inch.

Daily expected per *Unicorn* and *Thomas*—50 Tons Common and Refined Iron, assorted; 100 Bags Deck SPIKES, 4 to 10 inch.

July 11. THOS F. RAYMOND. Nelson st.

Iron and Tin.

Daily expected to arrive per ship *William Carson* from Liverpool—

50 TONS Bolt and Bar Iron, common and refined,—well assorted.

6 tons Boiler Plates;
6 tons Hoop Iron and Plough Plating, assorted sizes; 100 boxes Tin Plates, assorted.

Also expected by first Vessel from Clyde—

200 tons Scotch Merkland Iron.

For sale by WM. CARVILL.

March 2 Nelson-street

Castor Oil, and Axes.

Just received, and for sale—

26 DOZEN pint and half pint bottles of Castor Oil;
12 dozen NARROW AXES.

JOHN KINNEAR.

Dec. 8. *Prince Wm street.*

Miscellany.

THE FORTUNES OF A VOLUNTEER.

Nearly two years ago, a young man, who was ploughing in a field by the side of a road that led to Lexington saw a horseman passing by with rapid speed. He hailed him and enquired what was the news, and in return was told that the battles of Palo Alto and Resaca de la Palma had been fought and won. The oxen were quietly chewing their cuds, and the furrow was but off finished when our hero resolved that he would do something for his country. Poetry and reality are very much like vinegar and oil, and will not readily combine, and we must therefore state that the young Kentuckian instead of calling his vassals and leading them "casque on head and spear in hand" over the draw-bridge that crossed the moat near his castle walls, he very coolly unyoked his cattle, drove them up to the barnyard and told his 'daddy' that he 'was off.' He said that he was going to Mexico, for he was determined that one of the family at least should get a glimpse of the Halls of the Mortezumas.—The old man took down a rifle from a pair of hooks that was fastened in the wall, and said to him—

"Harry, I shouldered THAT at the River Raisen—come back with it, I don't care how rusty, but don't flinch fire! Here, wife! give me the stocking!"

The mother of the young man, who had overheard the conversation, came slowly forward, and with tears in her eyes, put the hard-earned savings of the season into her husband's hands.

"Harry," said the old man, "here's £20, go and list my boy—take the old white mare and spur her till you get a steamer—jump aboard and never stop 'till you get to New Orleans—then land yourself on another vessel and steer away for Mexico—give the yaller fellers pills from the iron mouth of that old rifle, but above all things Harry, come home like a man and not like a dog, or I'll give you the —— whaling that ever you caught in your life!"

The young man knew his father's temper, and while the crystal tears coursed down his sunburnt cheeks, he grasped his aged parent's hand, and that unspeakable, unspoken, but true thrill of affection passed through the hearts of both.

It was sadder still to part with the mother, even though when yet a girl she had her home in the "Dark and Bloody Ground," Kentucky. She did not weep, but there was a moisture in her eye, and a pallor on her brow, that told that the fountains of the deep affection in her bosom was well nigh broken up. A moment more and she had parted with her only son—perhaps forever.

Rifle in hand and saddle bags upon his arm, Harry jumped on the old mare and darted off as swiftly as her aged hoofs would carry him to the first steam-boat landing on the river.

In less than a week he was in New-Orleans, and an hour afterwards enrolled himself as a member of Col. C——'s Volunteers. The next day he embarked for the Brazos, and as may well be expected, suffered considerably from rain, sun and sand. Orders were given to march, and march they did until they came to Matamoras, when they embarked on the "Hatchee Eagle, Captain Stevens commanding, bound up the river for Camargo.

After a weary passage of three days upon that beautiful river called the Rio Grande, which, bye-the bye, is so crooked, that a man who is looking from the bow of the boat has to turn around and fix his gaze upon the stern-post, and then is at a loss to know which way he was travelling.

It was early in the morning—the dense chapparral that skirted the banks of the river veiled the scene beyond from the anxious gaze of the travellers. Gen. Lamar, Col. Whiting, Col. Belknap, and others, were standing upon the upper deck.—It was indeed a beautiful prospect. The flamingoes, were to be seen upon almost every little islet, and the tall cranes, like so many white-legged ghosts, strutted up and down the shore.—Occasionally one might see a Mexican maid descend the river's bank, and then run away as though the "devil was after her."

All were gazing upon the novelties with which we were surrounded, when suddenly in turning a bend, the pilot pointed to a boat on the larboard. A grey-haired officer stated that he thought that the boat was blown up, and his opinion was too true. The steamboat rapidly approached the scene of the disaster, and in a few moments and an awful picture was presented.

The "Enterprise" had bursted her boilers and was a wreck from stem to stern. A hundred wounded creatures were howling and writhing, like so many maniacs, upon the deck and in the chapparral. Amongst them was a young man, who, by the falling of a piece of timber, had broken his arms he brought him on board the steamboat and nursed him as tenderly as he would have nursed a child, until they reached Reynosa. The man who was wounded said he was very grateful and would never forget the kindness of the young volunteer.

Well, time passed on, and a series of victories that appeared like star after star in the crimson firmament of war, showed in the distance the horizon of peace. Harry fought from Monterey to the City of Mexico, and it was only the day that he returned to New Orleans with the opinion that he had seen sufficient of warfare to set upon his oars for a spell. He had forgotten the "Enterprize" and the stranger that he had so generously attended to.

On Saturday last, whilst walking down Royal street, Harry was hailed by a person whose features he thought he recognized. When the meeting took place, he found out that the stranger who had accosted him was the same individual that he had nursed on the banks of the Rio Grande. A change had taken place in the fortunes of both, but the gratitude of the one was not forgotten.

The stranger welcomed his humble friend with all the warmth of a noble heart and invited him to his residence. Here he introduced him to his cousin, a beautiful young lady of about eighteen years of age. It didn't take long for Harry to ingratiate himself into the damsel's affections—they rapidly skimmed over the surface of life until they came to matrimony, and in that blissful stream mutually resolved to sink or swim.

A noble steamboat went away on Tuesday last, and Harry and his betrothed were on board. The lady brings the poor volunteer $50,000 in her own right, and he brings her a manly form, an honest heart, and an unblemished character.

[New Orleans Crescent.

OATMEAL.

"The portion of the oat crop consumed by man is manufactured into meal. It is never called flour, as the millstones are not set so close in grinding it as when wheat is ground nor are the stones for grinding oats made of the same material, but most frequently only of sandstone—the old red sandstone or greywacke. Oats, unlike wheat are always kiln-dried before being ground; and they undergo this process for the purpose of causing the thick husk, in which the substance of the grain is enveloped, to be the more easily ground off, which it is by the stones being set wide asunder; and the husk is blown away, on being winnowed by the fanner, and the grain retained, which is then called groats. The groats are ground by the stones closer set, and yield the meal. The meal is then passed through sieves, to separate the thin husk from the meal. The meal is made in two states; one fine, which is the state best adapted for making into bread, in the form called oat cake or bannocks; and the other is coarser or rounder ground, and is the best state for making the common food of the country people—porridge, *Scottice*, parritch. A difference of custom prevails in respect to the use of these two different states of oatmeal, in different parts of the country, the fine meal being best liked for all purposes in the northern, and the round or coarse meal in the southern counties; but as oat-cake is chiefly eaten in the north, the meal is there made to suit the purpose of bread, rather than of porridge; whereas in the south, bread is made from another grain, and oatmeal is there used only as porridge. There is no doubt but the round meal makes the best porridge, when properly made—that is, seasoned with salt, and boiled as long as to allow the particles to swell and burst, when the porridge becomes a pultaceous mass. So made, with rich milk or cream, few more wholesome dishes can be partaken by any man, or upon which a harder day's work can be wrought. Children of all ranks in Scotland are brought up on this diet, verifying the poet's assertion—

"The balesome parritch, chief of Scotia's food."

BURNS.

Forfarshire has long been famed for the quality of its brose and oat-cake, while the porridge of the borders has as long been equally famous. It is so everywhere, the sharp soil producing the finest cake-meal, and clay land the best meal for boiling. Oatmeal, from the varieties of the oat cultivated, that of the common Angus oat is the most thrifty for a poor man, though its yield in meal is less in proportion to the bulk of corn.—*The Caxtons.*

"THE TWA DOGS."—Connected with the late floods, we have heard two anecdotes which are worth recording. The scene of the first is the river Conon, near to Brahan Castle.—On an island 200 sheep were pasturing—so that when the swelling river changed the dry land into a deep swamp, all were in eminent danger of being drowned; there was no possibility of reaching them, and in this dilemma a faithful collie was sent for, and told that the sheep required his aid. The hardy beast soon breasted the billows, entered the island, and tearing down a portion of the enclosure that penned in the flock, he drove them to the only safe spot, keeping watch and ward round them for two days, until the river subsided low enough to make the fords passable. The next story is of a fine, glossy, black, burly looking dog, apparently accustomed to field sports. He had been a short journey eastward along with his master on the day that the Ness bridge was destroyed. Returning by the Star Coach, impatient to reach his home on the north side of the river, started off down Bride Street, but not noticing, or probably not understanding what had become of the well known road, he sprang from a remnant of the roadside leading to the site of the bridge down into the roaring and furious torrent, where, to the admiration of a number of spectators, he struggled on, and although carried a long way down he reached the opposite bank in safety.—*Scotch Paper.*

THE LATE INUNDATION AT INVERNESS.—A local subscription has been opened at Inverness for the combined purposes of supplying food and other necessaries, and furnishing employment to the poor of that town, sufferers by the late inundation. The Earl of Seafield heads the list with a subscription of £30; Alexander Matheson, Esq. of Ardross, £50; Wm. Fraser Tytler, Esq., of Balnain, £10; Sir John Macpherson Grant, Bart. £25; Admiral Minford, of Hummanbey Hall, £20; John Hay Mackenzie, Esq. of Cromarty, £15; besides a number of others.

SINGULAR DISCOVERY OF AN ANCIENT CITY.—The *Constantinople Journal* gives some interesting details regarding a city said to have been discovered in Asia Minor, by Dr. Brunner, one of the agents employed by the Government of the Sublime Porte, in penetrating into the most remote and inaccessible regions of the empire, for the purpose of taking a census. While occupied in exploring the sand jak (excavations) of Bousook, on the confines of Pontus, Cappadocia, and Galatia, Dr. Brunner, whose attention was attracted by the bold and curious passages opened into the living rock, was accosted by a villager, who offered to show him things far more interesting on the other side of the mountain, if he would trust to his guidance. After some hesitation, the doctor armed himself and followed his guide, taking his servant with him. Half an hour brought them round the mountain, and then the doctor found himself, says the narrative, in presence of the ruins of a considerable town. These ruins are situated in the east end of the Yenkeui, and on the north of the village of Tacheque, half a league from each other, and the doctor's profound study of all the accounts, ancient and modern, of Asia Minor, furnish no trace by which he can identify them. The site of the town is half a league in length. It contains seven temples with cupolas, and 218 houses, some in good preservation, others half choked up with their own ruins and with vast fragments of rock detached from the overhanging mountain. The houses have compartments of three, four and six chambers. The largest of these edifices is 20 feet long by 28 wide. So far as the ruins would permit the doctor to examine it, he conjectures the height of some of the temples to be from 20 to 30 feet. There are traces of plaster on the interior walls; but not an emblem or indication, says Dr. Brunner to suggest the origin or date of the ruined city. Dr. Brunner proposes his deserted city as a puzzle for the archæologists.

PEAT FOR FUEL.—The editor of the Portland, Maine, Enquirer suggests "the employing of peat for fuel in air tight stoves, as there are plenty of peat bogs in Maine." Peat is good fuel. The upper part of the bogs is but poor, being light and turfy, but the under black strata, when cut into square pieces, about 4 inches thick, and 12 inches long, and well dried, makes a warm and clean fuel. By pressing the moist peat, like brick, they are made nearly as solid as coal, easily dried, and burn for a long time. A machine for pressing peat, we see by our foreign exchanges, has been invented by Lord D'Ereby, for improving the condition of his Highland tenants, who frequently suffer for want of fuel, owing to the wet seasons so common in Scotland, which prevent their peat from ever being thoroughly dried. Peats are cut in the bogs, by digging a trench, and then by a sharp spade of the exact width and length, the peats are cut from the face of a trench. They are then exposed to dry like brick in our brick yards. This is the only kind of fuel known and used in many parts of Ireland, and some of the northern European countries.

HIGHWAYMEN EIGHTY YEARS AGO.—The 'Strawberry Gazette' is very barren of news. Mr. Garrick has got the gout, which is of more consequence to the metropolis than to Twitmanshire. Lady Hertford dined here last Saturday, brought her loo party and stayed supper; there were Lady Mary Cook, Mrs. Howe, and the Colonels Maude and Keene.—This was very heroic, for one is robbed every hundred yards. Lady Hertford herself was attacked last Wednesday on Hounslow Heath at three in the afternoon, but she had two servants on horseback, who would not let her be robbed, and the highwaymen decamped.—*Walpole's Letters to Lady Ossory.*

LORD OSSORY'S OPINION OF THE TALKERS OF HIS DAY.—Horace Walpole was an agreeable lively man, very affected, always aiming at wit, in which he fell very short of his old friend George Selwyn, who possessed it in the most genuine but indescribable degree. Hare's conversation abounded with wit, and perhaps of a more lively kind; so did Burke's, though with much alloy of bad taste; but upon the whole, my brother the General was the most agreeable man in society of any of them.—*Manuscript in Mr. Vernon's possessions.*

Provincial Legislature.

KING'S COUNTY BYE ROADS.

£15 to assist in building a bridge over Trout Creek, near Luke Harrison's; 7 for the road from Silas Burbery's to the main road; 7 for the road from the main road, near Hayward's, to the Settlement of Patterson and others; 10 for the road from William Drummond's to the new road Stream Vale to Loch Lomond, by the way of William Storey's; 10 for the road from John M'Mongle's to Campbelltown; 8 for the road from Nicholas Roader's to Cambelltown; 7 for the road from Drummond's to Jolliff's Mill; 7 for the road from Long's west line to John Walker's; 7 for the road from Benjah M'Kenzie's to John Carson's; 7 for the road from John Duray's to John Ryan's; 15 for the alteration of the road from Jellies' Saw Mill to John Hagerty's; 7 for the road commencing at John Marshall's and leading to the lower end of the Londonderry Settlement; 7 for the road from Widow Patten's, on the Shepody road, to the Walker Settlement; 7 for the road from Moore's Mill to John Martin's; 8 for the road from Samuel Freeze's south east corner to James Worisman's and others on range No. 5; 8 for the road from Samuel Goddard's to the Cedar Camp; 5 for the road from McAnaspey's to Daniel McAligar's; 5 for the road from McAnaspey's corner to Thomas Long's, by way of Michael Morin's; 7 for the road from the Cedar Camp to Seeley's Mill; 9 for the road from Patrick Walsh's to the Shepody road; 7 for the road from Martin's road, south east, across the outlet of Point River Lake; 7 for the road from the road leading to the Bay Shore to the Settlement of Francis McNair and others; 8 for the road from near Peter Ketchum's to the main road near Leek's; 5 for the road from the School House by the way of Daniel Madden's; 10 for the road from Samuel Gossing's to Manning's road, by way of John King's; 7 for the road from the road near Henry Coole's to the Settlement of Morgan and others; 8 from near William Marr's to James Plum's; 10 from Caldwell's to William Avery's Brook; 7 from John Barrett's to Thomas Fennell's; 10 from Batternut Ridge to New Canaan; 8 from Perry's to Connell O Boyle's; 7 from John Gillin's to McGregor's Mill; 8 from David Johnston's to the road leading from Bellisle to the Mill Stream, by way Nathaniel Johnston's; 15 to assist in rebuilding the Bridge over Smith's Creek, near Henry Leonard's; 5 from Benjamin Belding's to the road near Stephen Scofield's; 10 from Henry Weyman's to Henry Parlee's; 5 from Samuel Elliott's to the Ridge road; 7 from Richard Marr's to the Queens' County Line, by Chapman's; 7 from McAlister's to Christy's; 10 to repair the Bridge over the Mill Stream near Lister's; 5 from Nelson McCoffey's to John Groman's; 7 from John Kierstead's by the way of Robert Patterson's; 7 from John Darling's to John Gregg's; 8 from Christopher Sheck's to Samuel L. Parlee's; 5 from Leeper's Lane to Michael Roach's corner; 12 from Smith's Creek road to the Settlement of Lambert and others; 10 from School's Mill, north, to Wallen's Lake, and from thence to the Sparling road; 7 for the Reed and Bridge between William Scott's and the Shepody road; 7 from Aaron Scott's to the new Queen road; 5 for the Wallace road; 9 from Ammon Fowler's to the new Line of road to Sussex; £1 14 1 of this to be paid to David Faulkner, being a balance due in 1841; 7 from Noah Tabor's to the County Line towards Saint Martin's; 7 from the new Line of road between Hammond River and Quaco, by way of William Deven's, to intersect the Mount Theobald road, to the County Line; 8 1 2 from the Salt Spring to Completon; 7 from the Salt Spring to Dolwest Lake; 7 from James Campbell's to Samuel Hendrin's; 5 from James Campbell's, Junior, to Jenkinson's; 25 to rebuild the Bridge near Beard's; 10 from Kilpatrick's to the Bridge near Barnes'; 5 from the South Stream to the County Line, near McAfee's; 8 from Anthony Crockett's, north side of Loch Lomond, to the road leading to the upper settlement; 7 10 from the School House, near Titus', to John C. Robertson's; 10 from Smith's Mill to M'Cready's; 5 8 9 to James Smith, being a balance due to him on the Bridge near Smith's, as our Commissioner's Report; 10 from James Beyen's to Noah Fowler; 10 from Smith's Mill to Loch Lomond; 10 from near Quinlin's Blacksmithshop to John Keller's; 10 from John Brower's to the Post road, by Michael Gallagher's; 10 from Main's, by Colonel Wetmore's, to intersect the main road near John Wright's; 20 to improve the Steam Boat Landing at Hampton; 20 from Snow's Mill to Monmouth Corner; 15 from the Bridge at Darling's Island to the high land; 20 from Groom's Bridge to Hendrick's; 5 from Barney M'Kenn's to John Gallagher's; 5 from William Rose' to Michael Denney's; 9 from the School House near Floyd's to Wilson's; 8 from D. Floyd's to the Lot owned by James Innis; 13 to assist in erecting a Bridge at Thomas Coates' Mill; 10 for the Gillies road; 7 from the Island of Woods to the Post road; 6 from Wilson's to the settlement of French, Watson and others; 27 to Joseph Baxter and James Stark in part for losses sustained in the suit of Isaac Fenlay against them as Commissioners; 15 for the shore road from the late Captain Perry's in Kingston, to James Ketchum's; 7 from near Perry's Brook, by Purvis', towards Nutter's; 10 from the Long Reach, near Suggel's, to the Mill, late Bates'; 5 from Chatley's, in the Midland, to Walton's; 10 from Walton's to Kingston Creek; 10 to complete the new road by the point of the Mountain; 8 from Pickett's Mills towards Henry Worden's; 16 from Wetmore's Mill Pond through to the Long Reach by William Paddington's; one half thereof to be expended between the Midland road and the Long Reach; 10 from R. Nichol's to Wetmore's Mill Pond; 15 from White's Mills to Henry Williams', Long Reach; one half thereof to be expended between the Midland road and the Long Reach; 10 for the Neck road, so called, from James White's, Kennebecassis, to the Long Reach; 7 for the road leading from the Neck road to Wm. Worden's, towards the Milkish; 10 for the Winter road from the Head of the Milkish Creek to Burnt Cove, near Seely's Point, Long Reach; 15 for the Ketchum road from Pickett's Mills to Kennebecassis; 5 for the leading from the Ketchum road to Robert Nutter's, and thence towards Purvis'; 8 from Robert Smith's to the Pickwaket road; 5 from Fitt's Landing to Peter McKenzie's; 12 to repair the Bridge near James Peters', Belisle; of which the sum of 4 12 6 to be paid to James Peters for over-expenditure the last year; 7 from Grand Bay to the Fowler settlement and its Branches, in Westfield; 8 from the Fowler settlement back to the Mitchell settlement; 10 from Daniel Wark's to the Queens' County Line; 7 from Long Reache to Heighte's corner, in the Cheyne settlement; 8 from Heighte's corner to the 3d tier of Lots; 10 from the Cheyne settlement to Goose Creek, and thence to Salmon Rock; 7 from Goose Creek Bridge to Mr. Hazen's gate; 8 for the Kemble road leading from the Shore road back to the Wallis road; 10 from the Willis road to Stephen Crook's, and for the Branch leading easterly therefrom; from Joseph M'Coy's south west line to Robert Salter's north east line; 10 from Fenwick's south west line to the road leading from the Milkish to the Long Reach; 10 from Thomas Southar's to Isaac Harrison's south west line; 15 from James B. Lyon's, Long Reach, to the Milkish; 10 for the road leading from the Lyon's road, round the Head of the Milkish, to the Harbach road; 8 from settlement of John Crabb, Junior, in Greenwich, to the Shore; 7 from Thomas Waills' to the Shore; 10 for the new Road leading from the Wallis settlement to the Yorkshire road near Coughlan's Mill; 10 from near Peale's, in the Menzie settlement, to the the Queens' County Line, on the new road leading to near Crozier's on the Gagetown road; 8 for the worst part of the Yorkshire road from Jone's Mills to Queens' County Line; 5 from George Jones' to the cross roads, in second tier of Lots; 7 from the cross roads, in second tier, to John Hamilton's, in third tier; 7 from Sterrett's towards the Yorkshire road, by William Bogle's; 5 from Andrew Hamilton's corner to Queens' County Line; 5 from the Big Brook, near Thomas M'Namara's, to the main road leading across the second tier of Lots; 8 to aid in making the alterations in the road near Elias Flagler's; 5 from near Thomas B. Flewelling's to Nathaniel Flewelling's, and on towards the back Lands; 15 to aid in making the alteration in the road between Charles L. Richards' and Moses Brundage's; 10 from Asa Jones', on the Bellisle, to David Jones', near Shaw's Cove, on the River Saint John; 7 from Jenkin's Cove to the back settlement, by Breyman's; 7 from John Vanwart's to John Emmerick's, through the Pidgeon settlement; 10 from William Scribner's to John Record's; 10 from near Thomas Daley's to the road near Carrot Morrell's, including the alteration by Nixon's; 8 to cut down a Hill and improve the road near Wright's Creek; 10 for the road and Bridge between Samuel Scribner's and shore road at Belisle Bay; 5 from James Lake's, back to the County Line, to be expended between the Beaver Dam and the County Line; 10 to aid the inhabitants to erect a Bridge across the Brook on the road from the West Scotch settlement to the main road leading to Spragg's Point; 8 to assist in erecting a Bridge on the road from Spragg's Point towards Washademoak, by Peter Spragg's; 5 from Eli Northrup's to the East Scotch settlement; 5