of rail roads now forming, a person, in a few years, may start from London at 8 o'clock in the morning of one day, and reach Paris, a distance of 210 miles, by the same hour on the following.

Taking it for granted, then, that good roads are indispensably necessary for the advancement of the country; we have now to consider which is the better method to be adopted for making them—whether by statute or hired labour? If our local roads, (that is roads from settlement to settlement) be made by statute labour, as the Bill just passed proposes, we shall have them at the least possible expense, say FIVE SHILLINGS per annum to every single man; (presuming that he could procure employment at the time his services might be required on the roads); FIFTEEN SHILLINGS to every householder, and about double that sum to every person who keeps a horse and cart, &c.—Now we take this to be as mild an evil, in the shape of a tax (for that taxes are evils is indisputable) as could possibly be inflicted to ensure a certain and incalculable good. We, really, cannot adduce *one* feasible argument *against* statute labour, and must, therefore, give it our decided support. To make roads by the use of hired labour is exceptionable for many reasons. Commissioners, overseers, and labourers, would have to be paid, and implements of all descriptions to be purchased, out of the pockets of the people. Many there are who advocate this plan, but do they reflect that instead of each man being required to labour himself two or three days in the year on the roads, he would be compelled to pay his proportion of the expenses arising out of an extensive establishment of officers, &c. &c., each man according to the extent of his family? for, as a tax, to meet such heavy expences must be levied on all imports, the greatest consumer, without reference to his means of living, would pay the greatest sum towards the revenue. It is idle to talk as some do, of the advantages of a direct tax, it may be less annoying, certainly, to pay some 20 per cent. more to the vender of goods for articles of consumption, than to pay the tax-gatherer a sum which would not amount to 1 per cent.; but this is a bugbear which sensible men ought to scout. If we *are* to pay a tax, let it be as light as it is possible to make it: if the lighter tax be the direct tax, we only show our sense by preferring it; and *vice versa*. The employment of statute labour on roads has been found advantageous in the adjoining colonies; and certainly we ought to profit by their experience. Though older, as a colony, we are younger in legislation; and if, in some things, to follow their example may be dangerous, in general, we may do so with advantage.

In accordance with our promise of last week, we intend saying a few words on the necessity of an increase being made in the number of our representatives. Our contemporary of the "*Mercury*" says, that the Bill (which we rejoice to hear has passed the lower house) is an unjust and mischievous measure: pretty *sounding* words certainly; and enough to unnerve the nervous, and to make us all look about ourselves. Now, however much we may be disposed to agree with our worthy coadjutor, in desiring to keep dangerous measures from coming into operation; we cannot, in the absence of every thing but bare assertion, agree with him, that to increase the number of our representatives; and, by consequence (if the knowledge and experience of 24 men, be admitted to be of more value than the knowledge and experience of 15) is, by any means mischievous. Our contemporary of the "*Patriot*" does not content himself by *saying* that the measure is mischievous, but goes about to prove by figures, that his assertion is founded on fact. In the absence of everything like correct data to guide us, when speaking of the population of the Island (we mean that part which has the power of voting) is it not ridiculous to bring figures into play, to prove an assertion which ought to be founded on a correct knowledge of the voting population? If the premises then of the argument be founded on supposition only, the conclusions cannot be relied on. For aught we know to the contrary, Conception Bay will have its fair proportion of the representation, if, as we are informed, one fourth of the representation is awarded to it. When talking of the excess of *population* in this district, it must be remembered that a great proportion is composed of servants and persons who have no votes; a greater (excepting St John's) perhaps than any other district in the whole Island. When Mr Row's bill for the registration of voters is passed and brought into force, it will then, and not till then, be seen whether we have our proper proportion of representatives: and then, and not till then, can this part of the question be fairly argued. Leaving this part of the question, then, in abeyance, let us proceed to take a view of the *injustice* and *mischievousness* of that part of the bill which divides the district into six parts, and gives to each part one member. We shall all, certainly, lose the right of three votes, inasmuch as that we, now having four, shall, by the provision of the bill, have only one. But we think that the advantage to each electoral district, of having a representative to look after its own individual interests, and upon whose talents it can more immediately rely, is much greater to each district separately, than in the elector having the mere gratification of possessing four votes, which he may, perhaps, never have, in his power to exercise under the present system of election. Better to have one vote which he will be always enabled to exercise, than to have four votes which from uncontrollable circumstances he can never use. By the proposed division of the district, the expense to the candidate as well as the time of the voter, will be saved; so that the time and money, which under the present system are uselessly thrown away, may, under the new one, be reserved for a good purpose.

The loss to Harbor Grace, which is the *only* town of the district in which the Bill is unpopular, will doubtless be the sum of money, expended during the period of an election upon the present system; and, perhaps, a *leetle* of its importance; but whatever else it will lose, we are at a loss to conjecture. It has now one member; Kough's Bill, also, awards it one; and one, too, that cannot be forced down the throats of its inhabitants against their will. Pshaw! Harbor Grace has all that is dear to its inhabitants, as free men, to gain; and *nothing* to lose, by the measure. Will not the North-shore gain by it? Will not Port-de-Grave gain by it? Will not Bay Roberts gain by it? Will not Brigus gain by it? Let the people of Harbor Grace beware, that in endeavouring to grasp a camel they do not swallow a gnat.

At Harbor Grace, on the 13th inst. by the Rev. J. Burt, Mr Henry Stowe, to Miss Mary A. Pynn.

Shipping Intelligence.

CARBONEAR.

ENTERED.

April 18.---Brig Apollo, Ford, Liverpool; 489 bags bread, 300 bls. flour, 200 bls. pork, 748 bushels potatoes, 14½ tons coal, 37 boxes soap, 7 bls. varnish, 1 bl. linseed oil, 31 kegs paint, 6 bls. tar, 6 bls. pitch, 1 doz. matts, 2 boxes hardware, 44 bars lead, 2 crates earthenware.

Vessels arrived from the Ice since our last.

CARBONEAR:—13 *Brothers and Sisters*, Oates, 2300; *Elizabeth*, Bemister, 1665 (discharged); *Hero*, Barrett, 2465 (discharged); *Morning Star*, Burden, 3789 (discharged); *Lark*, Pearce, 2149 (discharged); *Providence*, Taylor, 3500; *Cornelia*, Parsons, 3500; *Sir Howard Douglas*, Dwyer, 2700; *Wanderer*, Marshall, 500; *Trial*, Pike, 1000; *Dewsbury*, Nichol, 2300; *Shannon*, Pike, 500; *Cod Fish*, Cole, 1200: *Philanthropy*, Nichol, 700.

HARBOR GRACE;—*Frederick and Louisa*, Stephenson, 2000.

A Schooner, the property of Mr Andrews of Port-de-Grave, was lost at St. Mary's, on the 17th inst. The crew, materials, and about 800 seals saved. The crew arrived at Port-de-Grave, on Monday last.

WESTERN-BAY, April 17.---The Schooner SALLY ANN, of St. John's, George Butt, master, ran ashore in this place, one night last week. The vessel was so leaky, previously to her attempting to enter Western-bay, that she could scarcely be kept afloat. The crew, materials, and about 200 seals were saved. Her hull is now broken up.

ST. JOHN'S.

ENTERED.

April 5.---Brig Avalon, Sinclair, Greenock; lime, and sundry merchandise. Brigantine Lady of the Lake, Harris, Liverpool; salt, soap, &c.

8.---Brig Mary Jane, Davies, New-York; flour, pork. Barque John, Andrews, Bristol; nails, potatoes, &c.

9.---Barque Manchester, Dixon, Liverpool; hams, flour, pork, butter, &c Schooner Earl Grey, Donally, Greenock; lime.

10.---Schooner Samuel, Shapley, Liverpool; coal, salt, soap, &c.

CLEARED.

April 9. --Brig Avalon, Sinclair, Lisbon; fish. Brig Gulnare, George, Barbadoes; fish, salmon, board.

11.---Brig Lester, Hayward, Barbadoes; fish, herrings, salmon, &c. Brig Leander, M'Ausland, Barbadoes; fish, herrings.