

King's to Joseph Chapman, 30 from the great road to Barrington village; 20 from James Blakely to Cornhill, also North River; 10 from the great road near James Blakely to the Lower Albert county, leading to Robert Sibley; 30 to Jonathan T. Colgate's part of a balance due him for building a bridge over Felt's River; 15 for the Ap- panchuck to the bridge at Felt's over the Fetis- dio river; 20 from Fetisdio river up the East side of the Polk River to the bridge at Colgate's; 7 1/2 from the great road to Barrington village.

The committee appointed on the 23rd day of January last, to take into consideration all matters relating to Light Houses, beg leave to offer the following report:— That they have under consideration respectively the petitions referred to them:—

John Fendlebury, keeper of the Light house in Saint Andrew's; Thomas Lamb, keeper of the Light house at Tipton Cap, Quebec; and Matthew Grieve, keeper of the Light house at Cape Enrage; all praying for an increased annual allowance.

The committee, considering the great reduction upon the salaries of the keepers of Light houses by the Legislature of 1843, are of opinion that some slight increase should now take place, and they therefore recommended that an appropriation be made in supply to the commissioners of Light houses by the Bay of Fundy, of a sum not exceeding £1000 each and every keeper under their superintendance, £10 each for the present year, in addition to the amount already voted by the Legislature, and that the same be continued for the next year, with the exception of the case of John Fendlebury, whose increased allowance has been granted him in supply of the present year.

The committee have also under consideration the petition of Alexander Reed, keeper of the Light house on Partridge Island, praying that an amount be withheld from him, on his quarterly salary, ending April, 1843, which he has already received, and which he has been obliged to pay for the improvement of Lights in Light House, and praying Legislative encouragement to that effect.

Mr. Reed's claim for the quarter's salary is a just one, and an appropriation of £250 is therefore recommended.

Mr. Hutchinson's petition is strongly recommended to the favourable consideration of the House by the honorable Captain Green, R. N. Gentleman, Hon. K. N. R. Crookshank, John Woodcock, and Isaac Woodward, Esquires, all commissioners of Light.

The committee recommended that a sum not exceeding £100, should be granted the petitioner. The Auditor General's Report on the Accounts of the Commissioners of the Provincial Light Houses, together with the Accounts and Vouchers, have been under the examination of the committee, and they have much pleasure in pronouncing them satisfactory. It will be necessary to make an appropriation for the balance due on the expenditure of the Commissioners of Light Houses for the staff of St. Lawrence for the past year, as well as to grant a sum for the probable contingencies of the present year. It has also been made to appear to the committee that a grant of a sum not exceeding £100 for completing a road leading from Cape's lower side to the Light House, Point Esquimaux, would be a highly beneficial one, and the committee therefor recommended such appropriation.

The committee recommended that the Auditor General's Report be passed at length, with their Report.

The Hon. Mr. Hazen moved for leave to present a petition from Lucien Davidson, Esquire, Mayor of the City of Saint John, together with Robert W. Crookshank, Esquire, Mayor of the City of Miramichi, O. Smith, Esquire, and four hundred and fourteen others, Magistrates, Merchants, Freeholders and Inhabitants of the City and County of Saint John, praying that the Hon. the Attorney General, under the notice of His Majesty's Government the present mode of forwarding the English Mails from Halifax to the Province, in order to their immediate transmission on the arrival thereof at that place;—and that in the mean time Legislative provision be made to expedite the delivery of the Mails from Halifax through this Province, immediately on the arrival of the Steamer from England.

The Hon. the Attorney General, in reply to the petition, introduced petitions, being in this instance dispensed with, leave was granted, and the petition was referred to the Committee appointed on the twelfth day of February last, to take under consideration the petition of the Public Debt Department in this Province, to report thereon.

Resolved, As the opinion of this Committee, that in consideration of the long and faithful services of the Hon. the Attorney General, the late senior Attorney General of the Province, and of the highly honorable and elevated feeling which prompted his retirement, that the House do not vote upon the petition of the Hon. the Attorney General, but that the same be referred to the Committee appointed on the twelfth day of February last, to take under consideration the petition of the Public Debt Department in this Province, to report thereon.

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The vessel is propelled forwards; when towards the bow, she goes astern; when towards the stern, she remains stationary.

It is necessary to add, the engine should be so arranged that the production of lost water's campaign of the body machinery.

Now, the advantages, accruing from these arrangements are obvious and manifold—

In the first place, the hull of the vessel remains perfect, and her sailing properties are not at all interfered with.

A greater speed is attained with the same power than by the paddle wheel or screw.

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The vessel is rendered quite independent of her helm, for if one nozzle be pointed towards the stern, and the other towards the bow, she will turn round as if by magic.

Should she spring a leak, the supply of water may be instantly cut off from the ordinary conduit, and taken from the hold.

Many other advantages appear obvious in this simple application and arrangement of a great principle, among which may be enumerated, that "as it is never requisite to stop the engine in case of emergency, the tendency of explosion is avoided; Sails may also be used to any extent, either with or without the steam power.

Apart from speculation as to the "theory" of the principle which is now admitted by the philosophers, the application has been eminently successful in practice," as illustrated by the working of Messrs. Rutheven's model at the Rock Ferry, and also on a larger scale at Leith, where the patentees have a steam boat, about 40 feet long, similarly propelled.

The experiment on Tuesday last took place in the presence of Captain Bevis, R.N., and several other officers of the Navy, and other influential and scientific men, who expressed themselves delighted with the result.

The speed attained was very great in proportion to the power and the size of the model, which is only twelve feet long, and two small to admit of any one guiding or regulating it in practice; therefore, we cannot speak definitely as to the exact speed, but it seemed to be generally acknowledged about eight miles per hour at her highest power.

We may add in reference thereto, that it had been for the politeness of Capt. Bevis, who promptly sent his boat to the Rock Ferry, that the model was in all probability have been lost; yet it was only when the steam was exhausted, and she was being carried away by the tide that the exertions of the rowers succeeded in capturing the toy.

We congratulate Messrs. Rutheven upon the successful issue of their enterprise, and their experiments, and can only add, we wish them every success their invention so well deserves.—Liverpool Mail.

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The principle, or law, which has been made subservient as a propelling power by Messrs. Rutheven, the patentees, has relation to all fluid bodies. It has been ascertained that the discharge of a fluid, through an aperture or pipe, produces an internal pressure, in an opposite direction to the discharge, and in proportion to the area and pressure employed.

In Messrs. Rutheven's model this principle has been very successfully applied, and some description of it may not be uninteresting to our readers.

Directly under the engine, and below the water line, is a large circular case, into which a supply of water received

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