

cheaper, and a usual supporter of Government, and these being supported by members on both sides of the house, the situation of the ministry became critical. Mr. Disraeli and his friends were loud in their calls for a division; but the Ministerialists, seeing their danger, struggled hard and successfully for an adjournment. The respite to the following day enabled Lord Palmerston seriously to reconsider the question, and on Tuesday he announced the melancholy fact that the measure would be submitted to the consideration of a select committee—in other words, that it is shelved for the present. It is a remarkable fact that the rejected bill had received the all but unambiguous assent of the London daily press, and of the Manchester school of politicians. It is not improbable that a similar fate awaits the Government Police Bill.

Government at Washington have ordered the forts commanding the various commercial cities to be put in a state of war defence. Things begin to look threatening; the cloud of diplomacy is lowering; the web of negotiations is becoming more and more intricate; and both parliaments use stronger language towards each other. People with interests at stake shake their heads and look gloomily at each other; but the feeling that war must ensue gains ground daily, and men of all parties feel they are abused, and that their government is right in maintaining with such firmness what is their just due. Still I hope, after all, it is but a "tempest in a teapot," and will not believe that either the United States or Great Britain will risk a war which will be so pregnant with disasters to each. An order has been introduced into Congress for the construction of thirteen additional steam frigates and a greater number of sloops of war, and also for the expenditure of \$1,000,000, for the repairing and completing fortifications, &c. There have been lately launched six new steam frigates, from the various U. S. navy yards, in pursuance of a grant and order to that effect, made by the last Congress.

CORRESPONDENCE OF THE EXAMINER.

Boston, U. S., March 3, 1856.

DEAR SIR,—I propose to give you an abstract of the flying events which, for their momentary newness, attract public attention here, and which, from your isolated position, seldom reach you or your readers, but would perhaps be acceptable to both. The weather (that standard topic) has been unusually severe for the past two months in Boston, and in fact throughout the whole continent, extending its inclemency much further South than it was wont to do in former years. The snow has fallen in all parts, but especially in the Western States, to a great depth; and while in one part of the country the newspapers are congratulating themselves upon the value of this unprecedented rise in snow, another section is complaining of what it has cost them. I will give you one or two instances. The Western newspapers say they cannot estimate the value of snow fallen at less than \$5,000,000, and as the wheat crop had advanced considerably, owing to the mildness of the weather before winter set in, the deep snow not only preserves but cherishes it, giving undoubted assurance of a plentiful harvest. On the other hand, Northern papers complain that not only have railroad communication been stopped, cars smashed, engines destroyed and tracks blocked, but navigation has been suspended, vessels crushed in the ice, steamboats sunk and property and stocks of all kinds depressed in value. The city of Boston alone has been taxed to the amount of \$150,000 for clearing its streets of snow. But spring has set in fine and mild, and the snow and ice are rapidly disappearing.

In the political world there has been considerable stir lately. The American or Know-Nothing party held a National Convention at Philadelphia last week, and nominated ex-President Fillmore for the Presidency, and Major Andrew Jackson Donelson as Vice President. This Mr. Donelson was at one time a poor orphan boy whom General Jackson kindly took under his charge, educated and finally gave him a commission in the army. He acted as aid-de-camp for General Jackson at the battle of New Orleans; is now a rich Southern planter, and owns one hundred negroes. There are seceders from the American party who are known as Republicans, of which Mr. N. P. Banks, now Speaker of the House of Representatives at Washington, (whose election, you will recollect, cost the country nearly half a million dollars and two months of valuable time), is a leading member. By the way, there is a funny anecdote in relation to him going the rounds. The French papers, from the fact that Mr. Banks was called a Black Republican, announced that a negro had been elected Speaker of the American Congress. The London papers also included Mr. Scattering among the candidates. But to return. The Republican is but a new name for the late Free Soil party, and, of course, cherish all their Anti-Slavery principles. They are about to hold their National Convention at Pittsburg, Penn., and will probably nominate the aforesaid Mr. Banks for the Presidency; but they will have but a slim chance of electing their candidate, on account of their sectional views, which entirely excludes the South from participation or sympathy with them. Between the American and Democratic parties will be the "tug of war," but I am inclined to think the latter will prevail. The Democrats have not yet held their Convention, although preliminary measures are being taken to that end. Conjectures are about as to who will be their nominee, some saying that President Pierce is to be the man, and others Mr. Buchanan, the present U. S. Minister in Great Britain. It will be an even match, as both will have numerous and powerful parties in their interest.

There has been talk of a war with England, in consequence of difficulties growing out of the Central American question and the enlistment of recruits for the British army in the United States. Both questions are urgently desired to be settled amicably by both governments, and both governments seem striving to do all in their power to put settlement out of the question except by appeal to arms. The English Cabinet insist on concession and apology, and the English Cabinet refuse the one and evade the other. An amicable adjustment of all difficulties may still be brought about, which is a result devoutly to be wished, as a war at the present time would be eminently unpopular both here and in England, and will, as the London Times acknowledges, be "suicidal," not to say ruinous to the commerce of both countries.

The Mississippi and Ohio rivers have been frozen their entire length, and navigation upon them entirely suspended for some time past, an event unknown before; but now that spring has set in in that portion of the country, the ice is beginning to break up, doing immense damage to the shipping frozen in at Cincinnati and other commercial cities on both rivers. The steamboats have especially suffered. The Licking river, which empties itself into the Ohio nearly opposite Cincinnati, and runs very rapidly, discharged a large floe of ice into the latter river, which coming in contact with the numerous steamboats frozen in at the landing, sunk seven out of the nine, five of which will be a total loss. A crowd of persons, who were attracted by the noise of the breaking up of the ice, incautiously went on board one of the steamboats, and so rapid and unexpected was the work of destruction that few had time to escape, and many perished. The rivers in the West and Southern States are rising rapidly, and we may expect to hear of inundations and destruction of property to a ruinous extent.

The enlightened policy of the American party is no where more generously displayed than in Massachusetts—the great seat of all liberal institutions, laws, decrees and ideas since the Pilgrims first ruled until Governor Gardner last winter. The Know-Nothing Legislature of 1855 enacted, among other wise codes, as an amendment to the State Constitution, "that no person who is not a naturalized citizen shall be allowed the right of suffrage"—a characteristic blunder peculiar to rogues who always overreach themselves. Whether the word "not" was introduced into the bill by some wog who obtained access to the public documents, or whether, which is most likely, it was a pure blunder on the part of its framers, remains a mystery. Governor Gardner alluded to it at some length in his Message, and recommended its alteration, because, as it then stood, it would give to "those foreigners" the exclusive right of voting at elections. Accordingly the "assembled wisdom" of the people, for 1856, altered it in the following exceedingly liberal and enlightened manner:—

"1. No person of foreign birth shall be entitled to vote in this Commonwealth unless he shall have been a resident within the jurisdiction of the United States twenty-one years, and legally naturalized; or unless he shall have been the child of an American citizen, born during the temporary absence of one or both of his parents from the United States; provided, that persons of foreign birth who may have been duly and legally naturalized or otherwise qualified, before the adoption of this amendment, shall be entitled to vote in this Commonwealth.

"2. No person shall be eligible to office under the Constitution of this Commonwealth, unless he shall have been born within the jurisdiction of the United States of America; or unless he shall have been the child of an American citizen born during the temporary absence of one or both of his parents from the United States.

"3. No person shall be eligible to vote or hold office under the Constitution of this Commonwealth who shall not be able to read the Constitution in the English language, and who shall not have his own name; provided however that the provisions of this amendment shall not apply to any person prevented by physical disability from complying with its requisitions, or to any persons who shall be sixty years of age or upwards at the time this amendment shall take effect."

ROADS, BRIDGES AND WHARFS.

(Continued from our last Number.)

PRINCE COUNTY.

DISTRICT No. 9, Comprising Townships Numbers 27 and 28.

Table listing road and bridge projects in District No. 9, Prince County, including items like 'Repairing Aboiteau, Tryon' and 'Causeway near Stephen Clark's'.

DISTRICT No. 10, Comprising Townships Numbers 13 and 14.

Table listing road and bridge projects in District No. 10, Prince County, including items like 'Road from Port Hill to Western Road' and 'From Main Western Road to Egmont Bay'.

QUEEN'S COUNTY.

DISTRICT No. 1, Comprising Townships Numbers 20 and 21.

Table listing road and bridge projects in District No. 1, Queen's County, including items like 'Paynter's Bridge' and 'Bridge at Duggan's'.

DISTRICT No. 2, Comprising Townships Numbers 22 and 23.

Table listing road and bridge projects in District No. 2, Queen's County, including items like 'Princetown Road, and to avoid hills' and 'Anderson's Road, Lot 67'.

DISTRICT No. 3, Comprising Townships Numbers 23 and 24.

Table listing road and bridge projects in District No. 3, Queen's County, including items like 'Road from Bott's to New London' and 'Buffalo Road'.

Table listing road and bridge projects in District No. 4, including items like 'Road from Wheatly River Bridge to Johnston's' and 'Princetown Road, in rear of Farms'.

DISTRICT No. 4, Comprising Townships Numbers 33 and 34.

Table listing road and bridge projects in District No. 4, including items like 'Winsloe Road and Bridges' and 'Shaw's Dyke'.

DISTRICT No. 5, Comprising Townships Number 65, south of Elliot River, 29, and 30.

Table listing road and bridge projects in District No. 5, including items like 'Repairing Bonshaw Bridge' and 'De Sable bridge, in addition to thirty pounds'.

DISTRICT No. 6, Comprising Townships Numbers 31 and 32, and 65, North of Elliot River.

Table listing road and bridge projects in District No. 6, including items like 'Road from Poplar Island Bridge to Mabey's' and 'Repairing Dog River Bridge and Road'.

DISTRICT No. 7, Comprising portions of Townships Numbers 35, 36 and 37, North side of the Hillsborough River.

Table listing road and bridge projects in District No. 7, including items like 'St. Peter's Road from the line of Lot 34 to St. Andrew's College' and 'From Patrick Griffin's to French Village'.

Table listing bridge projects in District No. 8, including 'Mount Stewart Bridge' and 'Where most required in the District'.

DISTRICT No. 8, Comprising Townships Numbers 48, 25, 36 and 37, South of the Hillsborough.

Table listing road and bridge projects in District No. 8, including items like 'From Charlottetown to the Cross roads, Lot 48' and 'Baltic Road'.

DISTRICT No. 9, Comprising Lots Numbers 49 and 50.

Table listing road and bridge projects in District No. 9, including items like 'Block and Bridge to Pownal wharf, including £20 unexpended last year' and 'Additional Block and Bridge to same'.

DISTRICT No. 10, Comprising Lots 57 and 58.

Table listing road and bridge projects in District No. 10, including items like 'New Block and Bridge for the New Wharf at Port Selkirk' and 'Repairing Bridge done by William and James Ross'.

DISTRICT No. 11, Comprising Lots 60 and 62.

Table listing road and bridge projects in District No. 11, including items like 'Post Road and Bridges from Township 60 to County line, where most required' and 'New Road connecting Post Road, Lot 62, with the Orwell and Georgetown Road near Robert Emery's'.