

culpable concealment, of the workmen who made it; the necessary strength will be given to it, and the vehicle will then proceed on its destination, through Birmingham and Liverpool, in this experiment there has been no avoiding of difficulties—a hilly, rough, and winding road has been selected, and traversed with safety and velocity. The boiler was found to be most efficient, and perfectly tight; the cylinders large enough; the machinery so well put together that even a rush of fifty miles an hour has not started one bolt, nor broken a single screw; the springs of the carriage body have been strengthened, as so many persons clamoured for, and proved right in. Every one of the travellers were well and comfortably received, and willingly supplied with water. The vehicle entered Oxford in fine style, ascending at about eight miles an hour, St. Alban's and turned into the gateway of the Star Inn. Several ladies accompanied the party, which consisted of the inventors, Messrs. Ogilvie and Summers and their friends.—*Reading Paper.*

### PORTUGAL.

The British ships of war were not permitted to send even their boats into the harbour of Lisbon to obtain their supplies of water, but were compelled to employ the Portuguese barges for that purpose. The steam boat was prevented from procuring coals for the voyage home, which were obtained at last from one of the vessels which had come out from England, and all descriptions of English merchant vessels were excluded. At the same time American, Austrian, Brazilian, and other vessels, whether of war or of commerce, were freely permitted to enter. At Oporto all the British ships are already running, no wine can be shipped; no vessels are freighted for England.

Great efforts are making to re-inforce Don Pedro. Not only as a French Indiaman, of 1200 tons, mounting 64 guns, been purchased—which vessel, being a two-decker and regular line of battle ship, will prove an overmatch to the crazy old Don John VI.—but three of the richest houses of Bordeaux have tendered to the Portuguese committee in London, three corvettes, or rather frigates, of thirty-two long eighteen pounders, and 140 men each, payable in bonds or debentures, which are to be taken in payment for prize goods and ships captured by the fleet of Sartorius, and now under condemnation and for sale at Oporto. This is making war delay the expenses of war. Five thousand muskets, and vast quantities of shoes and army clothing, are now about to be shipped to Oporto from England; and similar shipments are preparing at Hamburg, Bremen, Antwerp, Havre, Nantz, Bordeaux and Brest. Veteran Polish Cavalry, commanded by their own officers, are forming in France, and will be mounted on the best English horses. The present military condition of the country is "the needful" on the part of both brothers. Spain has been assured that England, France, and Belgium will acknowledge Donna Maria, Spain has not sent her answer.

Don Pedro has abolished titles, and reduced the export duty on wines to six shillings (which was 2*l.* per pipe. Of course this alteration is of no effect. It is said that the English merchants who have claims on Pedro will urge government to enforce them. The Poles in France have refused the advances of Don Pedro's agent and will not march against Miguel. Yet it is said that Don Pedro has no less than 200 pieces of artillery at his disposal to ensure the most energetic defence of the town, and his new levies are said to be far better

soldier than any of the forces the Miguelites can bring against them; so that if the Usurper could march 50,000 men, instead of the alleged reinforcement of 6000, to join Texira, Santa Martha, and Provas, they could not carry the town.

The War in Portugal progresses, after the American fashion, very slowly. Small armaments are in preparation; shoes and jackets are in a state of shipment for Oporto, and Don Pedro, reposing on his good sword, awaits the issue with singular complacency. If the arrangements making in his favour in France and England equal their promise we might almost venture to predict the success of Donna Maria's Cause; but we have so much distrust of the Portuguese, that we cannot entertain a relation. The intimation of the intentions of England, France, and Belgium, to acknowledge the Princess, may have its weight with Spain, and prevent Ferdinand from rendering assistance to Miguel. In that event Pedro may reckon upon a fortunate issue to his adventure in search of a crown.—*Allas.*

*Not Dead Yet.* A narrow escape from being buried alive last week at Lanely. A man, who it was supposed had died from the Cholera morbus, and who exhibited almost unequal signs of death, was regularly laid out by his friends for interment, when suddenly the suspected deceased person arose from amidst his death-like habiliments, coffin, &c., and, after staring about in silent wonderment at the oddity of his situation, he bolted out of the house stark naked, and made off as quick as he could, exclaiming as loud as he was able, "I am not dead yet," to the no small terror of the people, who had assembled to pay their last duties to their friend.—*Carmarthen Journal.*

*Fatal Erratum.* A printer's widow, in Germany, while a new edition of the Bible was being printed at her house, one night took an opportunity of going into the office, to alter the sentence of subjection to her husband pronounced upon Eve in Genesis, chap. iii. ver. 16. She took out the two first letters of the word *Herr*, and substituted *Na* in their place, thus altering the sentence from "and he shall be thy lord" (*Herr*) to "and he shall be thy fool" (*Narr*). It is said, that some secreted copies of this edition have been bought up at enormous prices.—*Curiousities of Literature.*

*Court Martial.*—Private John Kelly, of the 10th Hussars, on whom a Court Martial was held last week, has been found guilty, and the sentence of death forwarded to the King, but accompanied with a strong recommendation to mercy. The charges against him were "For being drunk at Armagh on the 12th of July last; for being drunk at Omagh on the 16th July last; for being drunk at Omagh on the 16th July last; for the 4th time within twelve months, and thereby constituting an act of habitual drunkenness; for insubordinate conduct in striking a serjeant in his detachment, at Granard, on the 16 July, 1833, in stopping in the street and addressing the mob, and exciting them to acts of violence."

The following are the names in Court Martial:—Colonel Wildman—6th Dragoon Guards, President; Lieutenant Colonel Shawe. Coldstream Guards; Major Furlong, 43*rd* foot; Captain Turner, 50*th* foot; Captain Bowness, 80*th* foot; Captain William Williams, 9*th* Lancers; Lieutenant Orange, 81*st* foot; Lieutenant Chisholm, Coldstream Guards; Lieutenant Colonel Jackson, 6*th* Dragoon Guards; Major Grove,

80*th* foot; Captain Dixon, 81*st* foot; Captain Browne, 6*th* Carabiniers; Lieutenant Cornelius, Royal Artillery; Lieutenant Hulce, Coldstream Guards; Ensign Foskett, 50*th* foot.

### THE BRITISH AMERICAN,

OCTOBER 20, 1832.

The juggling behaviour of the persons concerned in the *Barque Calypso*, which arrived at Richmond Bay, in June last, with 200 Passengers from Bideford, England is not obliterated from the recollection of the people of this community. Mr. How sends the following letter in justification of his conduct in that affair, and throws the odium upon Mr. Chanter & his Captain. We are personally acquainted with Mr. Chanter, but if the following is correct we only wish he had been made to *Chant* to a more expensive tune.

COPY of a Letter from Mr. John How of Bideford, Devonshire, to George Beer of Charlotte-Town, P. E. Island, relative to the treatment of the Passengers on board the *Calypso*, who were landed near Prince-Town in June last.

Dear Sir,

I am truly sorry to hear of the treatment you and the rest of my friends have met with from Mr. Chanter and his Captain, I can assure you I had not the least mistrust of any thing of the kind, much less a knowledge of your being landed any place but Charlotte-Town. The pain of mind that I have had, first by your bad accommodation in the vessel, and next when I think of two-hundred harmless people being thrown on the open shore after a wearisome voyage, hath so far outweighed every thing like gain with me, that I have brought me to this conclusion that I will never agree with a passenger more for any port, unless I have the sole management of the vessel.

I feel very thankful to the Gentlemen of Charlotte Town, for their praise-worthy conduct towards you. I am sure you will be pleased when I tell you that none of the by expense can come on me: be so kind that I make known to the Passengers as far as it you can, that nothing that I can do for them on this side shall be thought too much by me, and that I intend to have a vessel or two, to come out in the next spring, when, if they should want any thing taken out, I will make no charge to the amount of one pound, to each of them, for goods.

I am, yours, &c. &c.

JOHN HOW.

Bideford, Aug. 31.

### Shipping Intelligence.

ENTERED.

Schrs. Susanna Ford, Knight, Newfoundland; Alert Nelson, Halifax; Active, Lavache, Halifax; Equity, Murray, Halifax; Tarsilia, Collins, Halifax; Jane M'Kay, Ban Chalour.

CLEAR'D.

Shors. Susanna, Ford, Knight, Newfoundland, Dispatch. Robertson. Eox Island; Elizabeth, Carr. Bathurst; Mary Ann, Yeo, Miramichi; Christy, Campbell, Halifax; Warmion, Irvine, Newfoundland; Jane M'Kay, Bathurst; Fane, M'Leod, Pictou.