

To the Editor of the British American.

Sir,  
I resume the subject of public Highways, which I consider to be one of primary moment—they have been disgraced by a lavish and unprofitable expenditure of time, labour and money. In my last I touched upon the roads leading towards St. Eleonors, now we shall pick a little of the road leading from that place toward the North Cape, the Bridge over Ellis River I believe to be well situated, although it has been the subject of much criticism by reason of a quagmire where it is placed. I read a hill, but I would not shun a quagmire if it was directly in my way, because such places make the good roads, when turned up. The influence of an Owner of a Ship yard, or what is called an employ is frequently injurious and contrary to the public service. You will generally see the true line of a highway deviating or departing toward such places. We once designed a road to Cascumpec, but it turned out to be a road to Biddeford, we designed a road from the centre of Lot 10, a the Isthmus, to the North Cape, but unfortunately it staggered down to Leal and Ansonstow, and then it took a second stagger and Kildare, at a precipice, where it would cost at least 1000. to delve a road through to the sea shore; and, strange to think! near the residence of the Commissioner of that district, a large sum of money has been devoted, and possibly may be devoted, for building a Bridge over Kildare River at the last mentioned Creek. I believe the job will not be less than 1500. and the rebuilding of it probably half as much more, if we may calculate by experience. Now if the correct course had been pursued from Hill's Mill-dam to the head of Tignish Ponds, this Bridge would not be seen; but in place of it we should cross Kildare River, where it might be bridged at an expense of five pounds. The Acadian French offered to open and round up the whole line of road in this direction, a distance of between fourteen and fifteen miles for 1500.; but I have not yet done with that line of road, and must speak a word about Ellis River Ferry,—it is said that there is a license for it. I went to the north side of it a very few days ago—arrived at 12 o'clock, noon, and hoisted my handkerchief for a signal,—there I waited three hours and a half, when two men came over in a shattered leaky canoe, the bow oar was the blade of a paddle, for the handle had been broken off of apparently some years ago, and there was no sail, not even a blanket. From the number of mud holes on the North side of Lot 16, I should suppose that pork and ship building there must be in great request. And indeed, the road from Bedeque toward Charlotte Town near the former place has the same appearance. Now Sir, I am advancing toward Charlotte Town by the hook and crook road from Pyle's, to and from Poplar Island Bridge. On the west side of the bridge there is a quagmire not less than 50 yards long, among the rocks leading toward Dog River Bridge, a fabric quite out of the proper course; and on the east side of Poplar Island bridge is another quagmire not quite so long, but equally dangerous. The wood-work of the bridge itself appears well,—how it is loaded I cannot say, but it will have a trial next spring. The fair mode of loading a bridge upwards is in stone ballast from the foundation up to the floor of the pier above, namely, to lay logs as a floor over the foundation, and to throw the ballast upon the floor, and from viewing the bridge, I am strongly of opinion that the wood work is of an

equally ingenious contrivance, the under stratum of the earth work is brush wood, and that laid to no foolish height,—the consequence is that the false covering gave way the first high tide after it was laid, and sunk into holes quite enough to founder a horse and probably his rider. But I had forgot Wilmot Creek Bridge. Mark my words, Mr. Editor, you will not send your Papers over it on horseback next May—Lovers of the road, and of the contrary, will dip or depression instead of an elevation; such as it is we cannot get over it,—I enquired the reason, and was told that that one of the Contractors for repairing it had gone to New Brunswick.

I have fairly written myself sick of such jobbing and botching, or else I should say something about the true line of road from Tryon to Poplar Island Bridge; but when my stomach returns to its tone, I shall recall the subject. In the mean time I have only to submit that if the foregoing remarks remain uncontradicted it will be for the wisdom of his Majesty's Government here to consider whether certain Commissioners evidently implicated in the mischiefs complained of, should be paid their salary or prosecuted for negligence. I have heard a question asked,—what money had the Chief Overseer mentioned in *Rub's* Letter, who I surmised the expender of in the year he alludes to? to which I answer, Fifty hundred pounds paid not by Law notes, but in real cash. It is my wish, as far as in my power, to facilitate the operations of Government here,—and most especially at the present moment, I am not in the receipt or the expected receipt of one penny of the public money, but I am deeply interested in the improvement of the Colony, and particularly its Highways. Experience shows, I fear, that many hands make slight work,—different Boards here out I superintend the expenditure of money to the state of the Highway would be as useful as any of them, and probably more so, if they were put together. I entreat—I invoke such authorities in communications on this subject to send to you Mr. Editor, as may have a tendency to forward this most desirable accomplishment.—The road near Poplar Island Bridge is now repairing—it is almost time.

Yours, &c. R. U. B.

#### LATE INTELLIGENCE FROM EUROPE.

The Pigeon packet, Lieut. Binney, arrived at Halifax, on (Sunday) 3d inst. brought the following news to the 5th August; the additional news of interest which they furnish will be found in the following Summary.

The Russian and Dutch loan Bill, Customs Duty Bill, and Irish Reform Bills, have passed the House of Lords. A Bill for abolishing sinecure offices in the Court of Chancery, has been read a second time.

The Crops throughout the Kingdom are represented as promising an abundant harvest.

All the prisoners at Kilkenny have been acquitted. The gentlemen of the county were afraid to do their duty as jurors. The tide system and the people's universal opposition to it, we regret to say, continues to embroil this unhappy land in civil dissensions and riot.

The Cholera had broken out at Rotterdam, by which a great check had been put to business.

The disease was raging with increased violence at Vienna.

SPAIN. Private letters from Spain state that a great movement was taking place against the troops, as the news of the arrival of Don Pedro's army, and a strong feeling in several of the frontier towns, and Ferdinand was afraid that serious disturbances might take place.

The *Edict* contains an order for the Court going into mourning for her Serene Highness the Princess Louise, niece to her Majesty. The mourning to continue from the 15th inst. to the 5th of August.

A victory has been claimed for Don Pedro, but under peculiar circumstances; for at the very time we are told he was in full march on Coimbra, we find him fighting a battle on the northern side of the Douro. He had been successful there, why is it that no authentic accounts have been sent, except by having at his command steam-boats and other quick sailing vessels for that purpose.

What renders the circumstance still more singular, is that while the British Government have officially been made acquainted with the success of Don Pedro, they have been furnished with no particulars of this alleged battle and assumed victory. On this ground we much fear that the invading and constitutional army is in an awkward position, either compelled to retreat or shut up by the rivers, which it is that Miguel has a superior force, and the peasantry are unfavourable to Pedro, otherwise nothing could have prevented his march on Lisbon. The priests are universally opposed to him, and the mind of the population is in the keeping of these holy fathers. Hence much of the difficulty and disappointment; but this should have been foreseen and provided against.

Retirement of the Speaker.—The Speaker of the House of Commons has intimated his intention to retire on the expiration of the session of parliament. He has filled that laborious situation for sixteen years, and during six successive parliaments. He has, therefore, fairly and honourably earned the honours that await him.

Blockade of the Tagus.—Despatches have just been received at the Foreign-office, announcing the *effective* blockade of the Tagus by the fleet of Donna Maria, under the command of Admiral Sartorius. How *effective* the blockade may be, we do not presume to conjecture; but that it must prove exceedingly injurious to trade, is a fact which is beyond all dispute.

Saturday Morning.—The attention of the speculators in Consols has been drawn to the reports in circulation, touching the proceedings of the Conference, which, it is said, are likely to terminate favourably, and that a treaty of peace will be signed with the French Princess, will sign a treaty of peace with the Dutch.

This news was so far neglected at the Stock Exchange that the prices rallied 1-2 per cent. The market had been previously in a good deal depressed. The account price was down to 833-4, owing to some farther sales for the Court of Chancery.

The re-appearance of the cholera at Berlin has been officially stated.

The Forgery Bill.—The forgery bill is passed, the gallows has been deprived of its usual and as a spectacle is no longer to be tolerated, and as this offence concerned, upon which we earnestly congratulate all the friends of humanity.

It will now be seen whether the secondary mode of punishment is more or less efficient than the capital one.

France.—The Paris papers up to yesterday's date, represent that capital perfectly tranquil. The number of troops assembled in, and its vicinity amounts to 45,300 men.

Prince Talleyrand, it is now said, will return to this country in the first week in September.

Irish Affairs.—As usual, are the prominent objects of attention in the House of Commons. The Bill has undergone many discussions during the week. There was difference of opinion, though no very long speeches; and several divisions took place, all terminating in favour of the measure.

It is said the Duchess of Berry has gone to Switzerland.

Trade.—The stagnation of commerce was never so excessive as at the present time; one day early in the week only one ship was entered in the London Custom House, a circumstance, which, if it continues, the navigation had been interrupted for ever. The whole commerce of the country is gradually going to decay and ruin, yet ministers are closing the session without one effort to stop the total destruction of navigation.

#### CHOLERA REPORT.

COUNCIL OFFICE, WHITEHALL, Aug. 4. Bristol, total cases from commencement, 82, death 33. Plymouth, 263, 261. Carlisle, 263, 141. York 3040, 348. Sheffield, 147, 255. Leeds, 650. Liverpool, 1000, 233. Glasgow, 723, 233. Edinburgh, 478. Leith, 201, 180. Glasgow, 2076, 103. Dundee, 40, 503. 238. Paisley, 644, 369. Greenock, 272, Port-Glasgow, 30, 12. Kilmacross, 93, 10, 138, 47. Total in all parts of the country, 5,434; deaths 9,301.