

ed city, at Bombay, with a loss during her passage of 70 seamen out of 120. The captain reports that the day he left Bashire 2000 dead bodies were lying in the streets, and that the Mosques were filled with the dying and the dead in great numbers. The disease attacked its victim, with huge simultaneous swellings in the groins, armpits and back of the neck. The sores were attended with the most excruciating pains which generally lasted for 3 hours, and then death ensued.

Governor Hamilton, in his Message to the Legislature of South Carolina, recommends measures for rendering the Tariff wholly inoperative within that State. A civil process is to be given, by which every citizen may claim restitution of goods seized under the existing impost—the Governor to grant clearances if they are refused by the collectors. He also recommends a revision of the Militia system—and that the Executive be authorized to raise 2000 volunteers, four companies of Riflemen, one squadron of cavalry, two battalions of artillery, for the defence of Charleston and its dependencies. If required, the services of 10,000 volunteers is to be accepted.

### FOR THE BRITISH AMERICAN.

Mr. Editor,—

Your road Correspondents have been pleased to compliment me, but I am a rough fellow, and should have been better pleased if they offered me their assistance; I lament that Rosicrucian sleeps so sound that he cannot remember any more dreams. Some people think he has been blown away to the fishery, and one of your Correspondents says, he is too much engaged with his refractory subjects at the Baltic. The same Gentleman or Lady says, that I appear to be thoroughly acquainted with all the roads and bridges, meaning, I suppose, that I have dipped deeply into the subject. Now to business,—my new kinsman Farmer Scrub thinks I am peculiarly interested in the road leading from Charlotte-Town toward Tryon, I can assure him that if I found a worse road, [which is not likely,] it should claim more of my attention, but I am not yet done with that road. I wish Farmer Scrub would inform me who passed the road leading from Poplar Island Bridge toward Pyles', but he is so busy with his Irish cars and Chancery proceedings that he forgets to tell who the lowest bidder for this before-mentioned road was,—was he any and what relation of the Commissioners by marriage or otherwise? If the specification is good, and the road is bad, and the road is *passel*,—will Government say, that he who passed it is longer fit to hold an office? Let us speak plainly: Mr. Hyde, deceased, built a Mill at his creek which of course caused a considerable increase in the depth of water, and the consequence was that the Bridge over the creek on the Ferry road was almost instantly carried away. Mr. Hyde

should have been as instantly prosecuted and forced to build another. I care nothing about friendly law officers or favourable kisses, it should have been done; but in place of this, Government issued a specification and advertised for contracts for building a new bridge, it having been represented that Mr. Hyde would build it at a very low rate, and so grateful was Mr. Hyde, and anxious to contribute at least toward repairing the injury he had occasioned, that he suffered another person to underbid him, who obtained the contract, such is the history of the bridge, with this addition, that the Commissioners of that day, from want of taste or honesty I suppose, for he was a Lawyer, refused to pass the bridge, though he passed over it; but on the contrary he stated it to be entirely different from the contract, and Government then refused to pay the Contractor; whether he has been since paid or how, I never could learn. I should feel much indebted to Farmer Scrub, as he appears to be in the secret, if he would inform me who was the contractor for this road? what was the length of it—what sum was paid for it—and who was paid for repairing the now impassable Bridge that he speaks of? He may just as well tell me, for I will find it out and loudly proclaim the neat affair, though not in the Royal Gazette. I should advise that the £140 now paid annually to the Commissioners was otherwise disposed of, for instance it might form the commencement of a sinking fund. My friend is a Commissioner, a contract is to be made—I will underbid every one and offer to do it for half price, because I mean to only half do it, and I know that my friend will pass it,—this trick is played in many instances; notwithstanding Farmer Scrub's remarks, I intend that the Tryon road shall occupy the whole of this letter and part of another, and now we come to late blessings there, independent of broken up and broken down bridges there, that road has been favored with a number of windfalls lately; three in particular, one on the declension of the mountain on the east side of the West river bridge, and two at Crapaud, beside several others of less stature. There was a time, Mr. Editor, (was is a tory word,) when contracts were annually made for keeping all roads clear of windfalls, and a very small sum paid the while. We had not so many Doctors in the Island then, which probably accounts for the disuse at present of this old fashioned custom; and we are now, as I have said in a former letter, in a state of impassable improvement. As we are now quietly jogging along this same Tryon road, allow me to ask my kinsman Scrub, or any other of your Correspondents who passed the bridge called Wigginton's at Crapaud, and whether he alighted from his horse, and whether the work is eighteen inches lower than the con-

tract? I fear Mr. Editor, there are other rogues beside Chancery rogues, the latter gentlemen as they have been dubbed, (tho' not Doctors) are liable to have their bills of cost taxed, and to be fined or otherwise punished for improper conduct; but so great and deservedly did the Assembly place an uncontrolled power in the Gentlemen Commissioners, that there is not in the statute of 1825 appointing them, one word about fining or otherwise punishing them for misconduct: nevertheless I am told that the Supreme court can lay its claws on them in case of misconduct. I shall conclude for the present by wishing that some of us were dipping deep into Mr. Hyde's Bridge.

Your's, &c.  
RUB.

### COMMUNICATED.

Sir,

The late President Petion of Hati, was as remarkable for a mild placid disposition, as he was known to be liberal and kind to the few white inhabitants of Port au Prince—and few men were endowed with greater patience. During the siege of his capital by Christophe, he very frequently sat in judgment in matters of dispute amongst the soldiery, and was so easy of access that his moderation was frequently put to the severest test. During my stay in that place, I was an eye witness to the following contention between a black soldier and a white man, the former, having cited the other before the General for a trifling sum of money alleged to be due him. Petion having sat with the patience of a stoic to hear a most tedious detail repete with rancour and ill blood, made no reply, but ordered the fellow to go to Madamoselle Tath who sat at work on a sofa in the apartment, and she would give him the money, thinking thereby to make an end of the business. The black fellow however, having more than the mere re-covery of his money in view, and knowing the love the General had for his subjects, and particularly the soldier thought to prejudice Petion against the white man, as Petion was himself a man of color, said that his opponent had called him a Negro. The General smiled, and laying hold of the black by the arm, led before a large piece glass, desiring him to take a full view of his sable countenance which when he had done, demanded of him what else he could make of himself but a negro. Ah Sir, said he, but that was not the only abhorrent name he gave me, not very well pleased he called me a black son of a b—h. Do you then, said Petion, call him a white son of a b—, and you will then be even with him,—at the same time ordering them from his presence with the greatest good humour.

J. E. C.