

before I could get the quagmire out of my brain; before we go any farther let us talk a little about this *crackoff* Poplar Island Bridge, I understand that the specification of it was written by some famous Nova Scotian Engineer—I recollect hearing it hastily read some time ago, and, if I am not much mistaken, it expressly says that the whole bridge is to be laden with stone, and also that the piles were to be shod, I do not remember to have seen the word *brush* in the whole contract, yet I believe that one third part of the earth work of the bridge—I mean what is covered with earth is composed of brush, and according to my mechanical ideas, a shod pile can be drove in many places, slight rock for instance, much farther than an unshod pile. I shall endeavour to get a copy of the contract, and I hope that government will not let go any security they may be possessed of for the faithful performance of the work,—but the knowing ones say, government sent an *in. Alppr.* Mr. Doolen the well sinker set up the same doctrine lately in our Supreme Court, but the Chief Justice thought otherwise. Who paid for the accidental falling of his Majesty's Custom House in London? I should further like to enquire from those whom it may concern, how and by what means was the road made leading from the bridge toward Tryon? And whether it is the intention of government to illuminate it with gas lights at night, to save the limbs of passengers and their horses, in consequence of the unextracted stumps—some of the American property protecting companies will insure here, I think they had better establish a life and limb insurance office for the Tryon Road; there is actually *not one safe bridge* on that whole line of road; nearly five months must elapse before the next grand jury will meet, and then I hope they will present the *Roads, the Road Act, and the Road Commissioners* as so many nuisances. The old or upper road from the market house to Tryon is 25 miles long—that is to say from Johnstone's at the 11 mile house to Crapaud 12 miles, and 2 miles to Tryon, there are three bad hills in the line, but each of them could be easily avoided, an outlay of 200L would make it an excellent sheltered wood road; 20L a year would clear out the wind-falls and keep the bridges in repair, and time will tell what annual sum the present *clockscrow life-trap* road will require. When things are at the worst they will mend, and I hope the House of Assembly can't do any more harm, unless they appoint six more commissioners, two surgeons, two coach makers, and two farriers. Adieu west district "I shall not leave you long."

Your's &c.

RUB.

## THE BRITISH AMERICAN,

October 13, 1832.

By the arrival of the *Amelia*, Captain S. Davis at Orwell Bay, thirty-four days from Plymouth we have been put in possession of the Plymouth and Devonport Weekly Journal, dated August 26, containing extracts from London Papers to the 27th and 28th of same month, from which we have extracted every article of importance. Three or four other papers of late dates, were brought to Town by Mr. Davis, and we regret that they did not fall into our hands, as it would have enabled us to have made more copious extracts, but, in consequence (as we are informed by the gentlemen in whose care they were entrusted) of Mr. D. ordering them to the office of our contemporary on their return from Government House, we are thus precluded from laying before our readers a greater proportion of European intelligence, which must necessarily lie dormant at least three days longer. By this observation we do not attach any blame to Capt. D. far from it, we attribute the cause to the infancy of our Journal, its existence not having as yet come to his knowledge and thereby considering the Gazette the earliest organ of communication to the Public.

**Launches.**—We are informed that a very fine Ship called the *Earl Grey*, of 450 Tons burthen was launched on Tuesday last by Messrs. Owens at their Ship yard, Three Rivers. This vessel in point of model, materials, and workmanship, does great credit to Mr. Arthur Owens the Builder.

Yesterday on the Hillsboro' River, at Carr Point Ship Yard, the very superior Ship *Barrister*, of 500 Tons burthen, built by Mr. Alex. Heyden, under the careful superintendence of Messrs. Peake and Owens, for Messrs. Henderson & Co. of Liverpool, Great Britain. Report says this fine vessel is intended for the East India Trade, it is further asserted by competent judges that she is decidedly the most superior ship ever built on this Island.

Mr. Arthur Owens, and Mr. Alexander Heyden, we believe are both natives of the Island, and as Mechanics in their line have given frequent proofs that they rank second to none in these Provinces.

**To Correspondents.**—Veritas' article on the subject of Annexation, came too late for the weeks insertion; it shall appear in our next. We would impress upon the minds of our correspondents the necessity of sending their communications not later than Thursday in the week, and as much earlier as possible; Saturday being our publication day, and the day previous being appointed for the arrival of the Mail, leaves us very little time and space for such extracts of importance that that conveyance may furnish.

## Shipping Intelligence.

ENTERED.

Brig *Bolina*, Healy, Biddeford. Schooners *Maid of Cignish*, M'Eachern, Gut of Canoe; 14 passengers, Leander, Giroit, Arichat; Brig *Amelia*, Davis, Plymouth; Schrs. Two Farmers, M'Kay, M'ramich, John Ramsay, Dalhousie.

CLEARED.

Barque *Royal William*, Peake, Baie de Chaleur; Mary, Tobias, Pictou, Shamrock, Toal, Arichat, Jane, Burnhoe, Fox Island; Jane, M'Fadyen, Halifax; Margaret Simpson, Campbell, Fox Island; Two Farmers, M'Kay, Halifax; St. John's, Dingwell, M'ramich; John, Ramsay, Bathurst; N. B.

Commissariat, Halifax, Oct. 2d, 1832.

## ARMY FORAGE CONTRACT.

Persons desirous of Contracting to supply his Majesty's Troops with Forage at the unmentioned places, for one year, from 1st January next, are hereby notified, that Sealed Tenders for the same will be received at this Office on or before the 22d October inst. at 12 o'clock:

The number of rations required daily will be as follows:—

Halifax	about 60 in No.
Charlotte-Town, P. E. Island,	1
Sydney, Cape Breton,	1

The Rations of Forage Per Diem to consist as follows:—

Hay	14 lbs.
Oats	10 do.
Straw	6 do.

The Hay to be Upland, Interval, or Dyked Marsh, sweet and good, either Timothy or Clover, or mixture of both—and to have been cut at least three months previous to delivery to the Troops.

The Oats to be of a sweet, clean, and wholesome quality, and not to weigh less than Thirty-four Pounds per Bushel.

The following substitutions will be allowed in the case of sick Horses, viz.—one pound of Barley or 3-8 of a pound of Malt, or 1-3 of a pound of Oatmeal, or 1-11 pound of Bran, in lieu of one pound of Oats; it being understood that such substitution shall be limited to 1-12th of oats daily, for each sick horse.

The Straw to be either Oaten or Barley, and of a dry and proper quality.

The Contractor will issue the Forage to the troops from his Depot (which is to be near the Barracks), on orders received from the Commissariat, to the Departments and Regiments three days in the week, to such Officers as may require it to be issued at those periods.

It will be required from the Contractor to have in his Depots, at all times, at least two months' supply of Forage of each description, and that his Depots shall at all times be open to the inspection of the Commissariat, whenever it may be thought proper to visit them.

The Tenders to express the rates in Sterling Money per Ration, and to be made separately for each place stated above, accompanied by a letter from two persons of known property engaging to become bound with the party tendering, in the sum which will be made known on application at this Office, as well as all other particulars which may be considered necessary to the Persons tendering for the supply.

Payment will be made every two months on regular vouchers (Forms of which can be obtained at this Office) in Bills of Exchange on the Lords Commissioners of His Majesty's Treasury, at the rate of 100L for every 100L due upon the Contract at Halifax. The Forage supplies at P. E. Island and Cape Breton will be paid for in Cash, on regular vouchers as before stated.

**F O R S A L E E.**  
Thirteen Oxen, and Forty Wether Sheep.  
Apply to John Adams, New-London.

**F O R S A L E E.**  
The good Schooner *JOHN*, two years old, 36 Tons Burden, well found in every respect.  
For further particulars apply to the owner Mr. Donald Ramsay.  
Oyster Cove, Oct. 13, 1832.