

# THE LITERARY TRANSCRIPT.

## LATE ENGLISH PAPERS.

**DEPARTURE OF THE GUARDS.**—On Monday morning about seven o'clock, the first division of the Grenadier Guards, 400 strong, marched from St. George's Barracks, by Charing-cross, on route to embark at Portsmouth for Canada. Long before the hour appointed for their departure, a vast concourse of people had assembled around the barracks and in the neighbouring streets a great majority of them, of course, with the mere object of witnessing a military spectacle, but many also (not a few of whom were of the softer sex) to bid a long, and perhaps last farewell to relatives and friends. In the ideas thus made we certainly witnessed none of those tender partings which "press the life from our young hearts," though many of the ladies looked sorrowful enough, a feeling but in few instances reciprocated by the soldiers—a lack of their usual gallantry, of course, attributable only to excess of military ardour, all thoughts of old regard and tenderness being effaced by their newly awakened devotion to the glorious lay—Fame! But, in truth, they marched in high spirits, seemingly well pleased to exchange the monotony of home quarters for the active excitement of distant service. On leaving the barracks they proceeded through Orange-Street into the Haymarket, thence into St. James' Square and through York-Street, Jernyn-Street, and St. James's-Street, into Piccadilly, the crowd and the military being in the narrower streets not unrespectfully intermingled. On arriving at Apsley house the drums and fife and the band struck up together—every hand was turned to the windows in hope that the duke would show himself—a cheer was heard from the leading files—but the duke was not at home, and the soldiers passed on. It certainly has never been our chance to see a finer body of men than this detachment of Guards; and, meet the enemies of their country where they may, we doubt not they will feel upon them, whatever be their strength of number, condition, or position. The remainder of the body of Guards destined for Canada (the whole being 1,900 bayonets) marched also in detachments of 400 the second proceeding on Tuesday morning, and the next day, when the second detachment marched, the duke of Wellington appeared at the window of Apsley House and was most enthusiastically cheered by the soldiers and the crowd. On Thursday morning, at eight o'clock, the fourth division (consisting of the left wing of the Coldstream Guards) marched from the Wellington Barracks, St. James's-park, for Portsmouth, under the command of Colonel Freemantle, who will proceed with the battalion to Canada. At half past seven o'clock, His Royal Highness the duke of Cambridge arrived, with a number of distinguished officers, at the barracks, and, at the above mentioned hour, marched on horseback at the head of the division. There was an immense assemblage of persons to witness their march. On arriving in front of the Queen's Palace there was immense cheering, and also of their entering Hyde-park, fronting the Duke of Wellington's mansion. His Royal Highness, Prince George, and suite, quitted the division at Kensington, and the band at Turham green. The division then proceeded on to Hounslow.—*Liverpool Advertiser, April 2.*

**THEATRICALS.**—Colgate is drawing crowded houses at Bristol.—Ducrow has engaged Sloan, of the Amphitheatre, for the next season, at Astley's. Chaplain has been appointed stage director at our Theatre Royal.—Mr. J. Hammond re-opens the Strand Theatre with Sam Weller.—The opening of the Italian Opera has been postponed to the 24th instant.—James Russell's Aery O'More is making a decided hit in the North of Ireland.—Madame Vestris goes to America immediately after the Olympic season.—Yates is said to be in treaty with Harry Beverly, to perform at the Queen's Theatre, Manchester, with the Adelphi company.

**ACCIDENT OF THE ROYAL EXCHANGE.**—A gentleman who approached too near the ruins of the Royal Exchange, on Friday, 6th April, while the workmen were levelling a wall, was knocked down and buried beneath the bricks. When extricated, he was dead.

A regular 74 gun ship requires 3,000 oaks to build her; these trees would cover 1,000 acres of land for their growth, and would be nearly 100 years before they came to perfection. 1,000 oaks would timber 1,000 cottages for as many industrious families who add to the national wealth.

## UNITED STATES.

### AWFUL STRAM-BOT ACCIDENT.—LOSS OF 125 LIVES.

(From the Cincinnati Whig of 25th April.)

It becomes again our painful duty to record one of the most awful and destructive occurrences known in the terrible and fatal catalogue of STRAM-BOT DISASTERS.

This afternoon about six o'clock the new and elegant steamboat MOSKELLE, Captain Perkins, left the wharf of this City—full of passengers—for Louisville and St. Louis, with a view of taking a family on board at Fulton, about a mile and a half above the quay, proceeded up the river, and made fast to a timber raft for that purpose. Here the family was taken on board, and during the whole time of the detention, the captain was holding on to all the steam that he could create, with an intention of showing off to the best advantage the great speed of the boat as she passed down the whole length of the City. The Moskelle was a new brig boat, and had recently made several exceedingly quick trips to and from this place.

Soon as the family were taken on board from the raft, the boat shoved off, and at the very moment her wheels made the first revolution, her boilers burst with a most awful and astounding noise, equal to the most violent clap of thunder.—The explosion was destructive and heart-rending in the extreme, as we are assured by a gentleman, who was sitting on his horse on the shore, waiting to see the boat start. Hands, limbs, bodies and blood, were seen flying through the air in every direction, attended by the most horrible shrieks and groans from the wounded and the dying. The boat at the moment of the accident was about thirty feet from the shore, and was rendered a perfect wreck. She seemed to be torn all to flinders as far back as the gentlemen's cabin, and her hurricane deck (the whole length) was entirely swept away. The boat immediately began to sink rapidly, and to float, with a strong current down the river, at the same time getting rather low on the shore.

The captain was thrown by the explosion entirely into the street, and was picked up dead and dreadfully mangled. Another man was thrown entirely through the roof of one of the neighbouring houses, and limbs and fragments of bodies scattered about the river and shore in heart-rending profusion. Such as the boat was discovered to be sinking, the passengers who remained unhurt in the gentlemen's and ladies' cabins, became panic-struck, and with a fatuity unaccountable jumped into the river. Being above the ordinary business parts of the City, there were no boats at hand except a few large and unmanageable wood flats, which were carried to the relief of the sufferers as soon as possible, by the few persons on the shore. Many were drowned, however, before they could be rescued from a watery grave, and many sank who were not seen afterward.

The boat sunk in about fifteen minutes after the accident, leaving nothing to be seen save her chimneys and a small portion of her upper works, and also as a scene of distress and confusion immediately ensued that altogether baffles description. Most of the sufferers are among the hands of the boat, and the steersage passengers.

It is supposed that there were about Two Hundred persons on board, of which number only from fifty to seventy-five are believed to have escaped, making the estimated loss of lives about One Hundred and Twenty five!! O, tale of woe!

The accident unquestionably occurred through sheer imprudence and carelessness. The captain of the boat was desirous of showing off her great speed as she passed the city, and to overtake and pass another boat which had left the wharf for Louisville a short time before him. Dearly has he paid for his silly ambition. The clerk of the boat, we understand, escaped, unhurt. These are all the particulars we have have yet been able to learn.

(From the Cincinnati Whig of 25th April.)  
We have just returned from the scene of horror occasioned by the explosion, and the account before published, instead of being in the slightest degree exaggerated, (as has been intimated by a few) falls far short of the dreadful reality. The fragments of human bodies are now lying scattered all along the shore, and we saw the corpses of a number so mangled and torn, that they bear scarcely any resemblance to the human form. We also saw several with their heads and arms

entirely blown off; others with only a part of their heads destroyed, and others with their lower extremities shivered to an apparent jelly.

Fragments of the boilers, and other portions of the lost vessel thrown from fifty to two hundred yards on the shore, some of them having passed entirely over the two rows of buildings on the street, and a portion of the boilers tearing away the gable end of a stable situated high up the steep hill in the rear of the houses at least 200 yards from the boat. Other parts of the boat were driven entirely through a large house on the street, entering through the windows on one side, and passing out at the other. It is positively stated that one man was picked up this morning on the Kentucky side, having been blown completely across the river.

The lower deck of the boat is yet entirely under water, and when the boat shall be raised, a very large number of persons, it is expected, will be found.

There are no doubt more persons lost than we have stated. We conversed, a while ago, with Mr. Broadwell, the agent of the boat, who says positively, there were thirty-five deck passengers, whose names were entered on the boat's register, at Pittsburg, Wheeling, and other towns on the river above this place; for Louisville, St. Louis and other places below. Here there are one hundred and thirty passengers that must have been on board, exclusively of the very large number who took passage at this place.

The boat was unusually crowded, and Mr. Broadwell thinks the whole number on board, at the time of the accident, can be but little if any, short of three hundred persons. From the best information we can gather, it does not appear that more than fifty or forty of this number are known to be rescued. It is therefore probable, that the whole number drowned or destroyed, is somewhere in the neighbourhood of two hundred and thirty or forty persons!

## UPPER CANADA.

**SOMETHING FOR POSTERITY TO WONDER AT.**  
A true copy of one of McKenzie's Assignments issued at Navy Island. The original is very beautifully engraved. We wished to possess it, but the gentleman to whom it belonged would not part with it.

Provincial Government of Upper Canada, No. 15, Navy Island, Upper Canada, Dec. 21st, 1837.

Four months after date, the Provincial Government of Upper Canada promise to pay to Peter H. Watson, or order, at the City Hall, Toronto, One Dollar, for value received.

Entered by the Secretary,  
T. Vasson,  
Examined by the Comptroller,  
W. L. MACKENZIE,  
Chairman pro tem. E. C. COB.

Another curiosity, which, to perpetuate the name of Lewiston, will be better than a monument of brass—

The Canadian Refugees in the village of Lewiston and vicinity are requested to meet at Hewitt's building in said village to-morrow (Saturday) evening, at 6 o'clock, P. M., for the purpose of taking into consideration the propriety of wearing MOURNING in commemoration of the distinguished individuals who lately fell victims to a blood-thirsty banditti of Tory injustice, and thus became the first martyrs of Civil and Religious liberty in the Canadas.—Lewiston, April 20, 1838.

## THE TRANSCRIPT.

QUEBEC, TUESDAY, 8th MAY, 1838.

### LATEST DATES.

London, - - April 8. New-York, - - April 28  
Liverpool, - - April 8. Halifax, - - April 14  
Havre, - - April 5. Toronto, - - April 26

New York papers to the 3rd inst. furnish no later advices from Europe. The packet-ship South America arrived on the 2nd from Liverpool, whence she sailed on the 4th April.

Five packets sailed from New-York for London on the 1st. two for London, including the Sirius,—two for Liverpool,—and one for Havre.

Halifax papers of the 25th ult. were received yesterday. H. M. ships *Chirocodile* and *Cornwallis* had arrived from Bermuda, having on board the 11th Regt., destined for Canada. Some particulars respecting this corps will be found in another column.

H. M. ship *Pique* sailed from Halifax for Quebec on the 23rd ult. with detachments for the 15th, 34th, 66th, and 88th Regiments. The bark *Stately*, arrived yesterday, reports having been in company with her on the 28th, seventy miles east of Cape Bay, with much ice all round her.

**PROROGATION OF THE SPECIAL COUNCIL.**  
The Special Council which has been sitting since the 16th ult. was closed on Saturday by His Excellency the Administrator, with the following.

**SPEECH.**  
Gentlemen,—At an important crisis you have been appointed members of the Special Council, constituted by an Act of the Imperial Government; a measure which, it is admitted, I believe, had become indispensable, with reference both to the long neglected interests of Lower Canada and recent events.

The full and constant attendance of the Council during the Session, and the assiduity with which the business of the Province has been transacted will, I am persuaded, attract general satisfaction.

I return you my thanks for your attendance, and for the attention which you have devoted to affairs which have been sought under your consideration; and I trust that the Ordinances which have been passed will essentially contribute, under existing circumstances to the welfare of the community.

The principal measures having been adopted to which your immediate attention required to be drawn, I think it necessary to direct the Council to be prorogued.

Govt. House, Montreal, 5th May, 1838.

We understand that Colonel Couper, Secretary to the Earl of Durham, has been engaged since his arrival at Quebec, in inspecting the different public buildings, with a view to procure a suitable residence for the Governor-in-Chief. The House of Assembly, it is said, has been fixed upon.

General Scott is now gone to slaughter the Cherokeees, in which, if his soul be not more engaged than it was in saving the territories of Her Majesty from violation, and her subjects from insult, robbery, and murder, the United States Government and the State of Georgia will find it not so "serious trouble will result."

Mackenzie it is said has given up the idea of establishing a newspaper in the City of New York, finding little or no encouragement, and is about to remove to Philadelphia. A gentleman from that quarter informs us that the *little traitor* was actually turned out of the public stages, as soon as the passengers ascertained that he was among them.

In consequence of a dog having been observed in the streets of Montreal exhibiting symptoms of hydrophobia, the Clerks of the Peace have issued a proclamation warning all owners of dogs to have them confined or muzzled.

A considerable reduction yesterday took place in the price of bread, the white loaf having fallen from 11d. to 10d., and the brown from 1s. 2d. to 1s.

**HOUSE-BREAKING.**—During the night of Thursday, some thief or thieves broke through the window shutters of Mrs. Gingue's shop in Hope Street, Upper Town, and carried off two pieces of Gros de Naples silk and several smaller articles. The implement used in breaking the shutters was left on the premises; it is an iron bar about two feet long marked with the Queen's stamp. It has been deposited at the Police Office and may probably lead to the detection of the offenders.

**TO THE EDITOR OF THE TRANSCRIPT.**  
Sir,—It is one of the fundamental rules of St. Patrick's Society that its objects should be confined to charity, and that resolution has been invariably and unanimously maintained at the meetings of the Society,—so much so, that the most trivial allusion to politics has always been discontinued. The disappointment of the *Mercury* must be connected with regret that the rules of the St. Patrick's Society are so strict, and the determination of the members rigidly to enforce them so unanimous that any infringement is impossible, even for the laudable purpose contemplated by the St. George's Society. Many of the members of St. Patrick's Society are connected with the Quebec Light Infantry, and will in this latter capacity assist in any procession in