

cient reinforcements. The Officers with the 65th detachment are Captain Weyland, Lieut. St. John and Ensign Marshall.—With the 93rd. Ensigns Crawford and McPherson.

The first division of the 11th Regiment left this Garrison on Monday for Sorel, they were followed by the second division yesterday, the remainder will immediately follow, and it is understood they will, for the present, occupy the post above named, ready to move as occasion may require.

We learn that three more Regiments are immediately coming to Halifax, viz.: the 8th from Jamaica, and the 37th and 69th from other parts of the West India Station.—Mercury.

With the present number we commence the second volume of THE TRANSCRIPT, and avail ourselves of this opportunity to offer to the public our sincere acknowledgments for the very great and increasing support and encouragement we have received since the commencement of its publication.

The success of THE TRANSCRIPT has been beyond our hope, and is, we believe, unprecedented in Quebec. We venture to flatter ourselves that so unequivocal a demonstration of approval may be considered in some measure an indication that our little production has not been entirely without merit; and we assure our subscribers that nothing shall be wanting on our part to render the present volume yet more worthy their patronage.

For various reasons it has been judged expedient to make an alteration in the title of THE LITERARY TRANSCRIPT, and it will for the future be designated "THE QUEBEC TRANSCRIPT." This change in the title, however, will not in the least affect the general character of the paper, as it is not intended that literary matter shall the less occupy our attention, or that a smaller portion of our columns will be devoted to it.

The Montreal Gazette says that an enactment for the alteration of winter carriages is under the consideration of the public, and that a petition upon that subject will soon be presented to His Excellency Sir John Colborne and the Special Council, which, we trust, will be attended with the consideration which it merits. There is nothing more truly disgraceful to the Province than the general condition of its roads, both in summer and winter, but especially in the latter season, when, without any expense, and by a simple alteration in the construction of our carriages, they might be rendered the most easy and agreeable mode of communication in the world.

Mr. Evans, the author of "A Treatise on Agriculture," has called public attention to this subject in a letter in the Montreal Gazette, from which we make the following extracts:—

"The snow that covers our land in winter, and the ice that forms bridges over our waters in all directions, affords us the very best roads, equal to mail roads, and without any expenditure on our part. All that remains for us to do, is to provide suitable carriages for passing smoothly over the snow; and if we would do this, we might have better winter roads in Lower Canada than in any other part of North America, because the cold is more steady here than in the Upper Province, or in the United States.

"An inquiry that naturally occurs, is, are our population, or any portion of them justified in perceiving the cause of great damage to our winter roads, and of annoyance and loss to the public at large? I think it is. An individual may see a description of a machine he thinks proper on his own farm; but undoubtedly he possesses no right to make use of a machine on the public highways, that are public property, if such machine is calculated to damage the ways unnecessarily, and thereby cause a vast expense of labour, waste of time to the traveller,—and wear and tear of carriages and harness that might be altogether avoided.

"The winter carriage for general use in Upper Canada and in the United States, is a double sleigh,—drafted by two horses abreast. This description of carriage cannot form inequalities, or what is so well known in Canada, and there alone, as cul-de-sac ports an equal weight of produce and other commodities that we do not at present, at 100 per cent, less expense of men and horses. I have frequently seen horses come from the country a distance of

twenty to forty miles to Montreal, loaded with wood, and each train, I am confident, did not carry more than a quarter of a cord. Hence it would require four men and four horses to transport a cord of wood to market. Were we to adopt the double sleigh, we would have even roads, and in that case, a man and two horses could bring a cord of wood to market with greater ease, and in less time, than four men and four horses can bring it with such a double sleigh coach, with less out-difficulty bring one hundred bundles of hay to market.

"A fine that might be levied on all those who would be using the common train, might form a fund to be applied to the repairs of the roads damaged by them. Who could reasonably complain of a law of this nature? It might also be necessary to introduce some regulations with respect to the winter carriages, but the common train is the chief cause of damage to our roads.

The Army.

WAR OFFICE, NOV. 30. 34th Regiment of Foot—Lieut. C. B. Roche, from the 4th Foot, to be Paymaster, vice G. Ledinger, who retires upon half pay. 42d Foot—F. Campbell, gent. to be Ensign by purchase, vice M. Donald, who retires. 15th Foot—Lieut. G. C. Boyle, from the R. M. Col. to be Ensign, without purchase, vice G. M. Sgt. J. Cartmell, to be Ensign, without purchase, vice R. Roe, dec.

It is reported that two regiments are about to be immediately sent to Canada, so that the number of regiments received from that quarter. The 27th and 69th Regiments have received orders to leave from the West Indies to Canada. There is a report current at the clubs that the 1st Royals, 7th Fusiliers, and 24th Regiments are to receive orders to reinforce the military strength in North America, but we cannot trace it to any probable source.—Morning Herald.

We have little doubt that, with the urgent demands for men in Canada and India, Government will, ere long, find the necessity of calling out the English Militia to a considerable extent.—Naval and Military Gazette.

The Navy.

The Racer, 13, Commander George Byng, destined to join Sir Charles Paquet's squadron in the West Indies, will go to Spight tomorrow, and forthwith proceed to Plymouth and Brest. The troopship Athol, 30, Mr. C. Bellamy, master, came into Plymouth on Saturday, to be refitted. She took out the 93rd Highlanders to Quebec, and has brought home invalids from all the Regiments in Canada. All the vessels of war, which were dispatched to different places for a reinforcement of troops.

POKESMOUTH, Nov. 20.—By a letter received from the Inspectant, we learn that on coming down the St. Lawrence, with Lord Durham on board, she took the ground, going at the time ten knots; she has in consequence become very leaky, and is ordered to be immediately docked and repaired at Plymouth.

Commercial.

LONDON, December 14, 1838. In Canada produce there is a good deal doing. One of the first merchants has told me that he has sold more Canadian timber in the last three weeks than for as many months previously, and generally at good prices. Ashes are flat, the arrivals recently having been large. Consols left off at 92 1/2. British North America Bank shares at 1 1/2 premium. Canada Land shares 1 to 2 discount.—Cor. Quebec Gazette.

SHIPPING INTELLIGENCE.

LONDON, Dec. 6th.—Arrived—The Latona, Sst. ton, from Quebec, leaky, loss of bolts, wilson, &c. Whitehaven, Dec. 11.—The Belina, Wilkon, of Workington, from Quebec for Stranford, was totally wrecked near Wexford on the 29th ultimo; most of the cargo has been washed on shore. The crew with the exception of the mate, have been saved.

Dundee, Dec. 10.—The Sir James Kempt, from Quebec, experienced very heavy gales on her passage, and had her bulwarks stove and a great many of her stanchions broken.

Doungadee, Dec. 2nd.—The Don, from Quebec for Liverpool, struck on the Dorman Shoal, south of this port, but got off and proceeded for Belfast; she is very leaky, having struck previously.

Loughoe.—Orkney, Dec. 3d.—Heroine, of Dundee, from Quebec 52 days, experienced very bad weather on her passage, carried away bulwarks, &c.; sailed 4th for Aberdeen.

Bideford, Dec. 7th.—Arrived this day, the brig Lord Ramsay, England, from Quebec, in 20 days, having experienced heavy gales of wind, was struck on the 1st Dec. with a heavy sea while laying to, which carried away her sternboat, with loss of fore-top-sail and fore-sail, jibs, bulwarks, rails, stern davits, sprang her bowsprit, strained the vessel so as to be obliged to keep the pumps at work. Mast and crew much fatigued.

Cove of Cork, Dec. 4.—The Governor Douglas, Hobbs, 41 days from Quebec for London, experienced desperate weather, lost sails, bulwarks, boats, &c., and was very leaky; the mate (Flynn) was killed by a stroke of the sea.

Fowey, Dec. 18th.—The bark Indus, Arkley, from Quebec, which put in distress, as stated in former reports, is now anchored in the harbour of Fowey, and has commenced discharging her cargo, under a distress allowance, to effect the necessary repairs.

Dover, Dec. 7th.—Off.—The brig Maria Elizabeth, Stoumhouse, from Quebec for Sunderland, 47 days, with loss of boats, bulwarks, stanchions, &c.

Holyhead, Dec. 5th.—Put in, the Ocean, Wilkinson, from Quebec for Annan, with loss of bulwarks, and other damage; experienced very heavy weather, Nov. 29, shipped a heavy sea. A young man of the name of Robert Bell was washed over board, and drowned.

Falmouth, Dec. 6th.—Put in the brig Eight, from Quebec, 26 days passage with decks swept and leaky. Drogheda, Dec. 5th.—The Hope, Douglas, arrived in the bay on the 4th instant, from Quebec, after a stormy and tedious voyage of 50 days, with loss of sails, bulwarks and spars.

Silgoe, Dec. 7th.—The Queen Victoria, Rosie, of Aberdeen, arrived here yesterday from Quebec, with loss of jib-boom and some bulwarks, 27 days passage, spoke no vessel in with her.

Coiltoary—Island of Islay, Dec. 4th.—The brig William IV, Skirling, from Quebec, came into the harbour of Lochindale on the 2nd instant, having on board Capt. Ritchie, of the brig Corsair, of Greenock, and part of his crew and a female passenger, whom he picked up from the wreck of that vessel, on the 20th of November, in lat 13, N., long 17, 10, W., having been water-logged 17 days previous to his falling in with her. The sea ran so high at the time that Captain Skirling could not save the cook of the Corsair, who was in a disabled state and could not assist in serving himself; but the brig Woodman, of Newcastle, afterwards fell in with the wreck of the Corsair and saved the cook, and sometime after made up with the William IV, when the Captain kindly took five of the crew of the Corsair, as Captain Skirling was short of provisions, having been on short allowance for some days previous.

BIRTH.

On Sunday morning, Mrs. Frederick Andrews, of a son. On Saturday night, the 12th instant, Mrs. Stewart Scott, of a daughter.

MARRIED.

Yesterday morning, at the French Cathedral, by the Reverend Mr. Campion, Mr. John Murray, to Frances, second daughter of the late Mr. William Tims, both of this city.

DIED.

Yesterday morning, Mrs. Mary Fielders, wife of Mr. Richard Fielders. The friends of the family are requested to attend the funeral, from the residence of her son, d'Arigny Street, St. Lewis-Sur-Lara, to-morrow, at 3 o'clock, p. m. without further invitation.

On Sunday last, Anne, wife of Mr. Henry Eaton, Confectioner, of this city. And, on the same day, her two infant children, James, aged 8 months and on the 10th instant, James, third son of James H. Kerr, Esq. of this city, aged 21 months.

At Glasgow, on the 31st October last, Mr. John Frazer Thomson, aged 21 years, last of this city.

ATTENTION!



THE QUEBEC LIGHT INFANTRY

WILL PARADE FOR BATTALION DRILL, To-morrow, (THURSDAY) 17th inst., AT THREE O'CLOCK, P. M. IN THE OLD CHATEAU YARD. Quebec, 16th Jan. 1839.

KEYS LOST.

LOST, yesterday, between St. John and Baude Streets, a BUNCH OF KEYS, 16 in number. The finder will be rewarded by leaving the same at the office of this paper. Quebec, 16th Jan. 1839.

FOR SALE BY THE SUBSCRIBERS, MONTREAL SOAP & CANDLES, Hyson Skin and Souchong Tea, London Pickles, "Wix & Sons."

ALSO,

A few Hbds. superior Hollands. J. H. JOSEPH & CO. Queen's Wharf. Quebec, 16th Jan. 1839.

GEORGE HANN, FURRIER, Saint John Street.

PARTELY requests those who are indebted to him to make immediate payment; and those to whom he is indebted, to present their accounts for liquidation,—as he is about to leave the Province. Quebec, 12th January, 1838.

HAVANNAH CIGARS.

Just Received, A FEW HAVANNAH CIGARS, of superior quality. PETER DELCOURT, No. 3, St. John Street. 22d Dec. 1838.

MAISH'S COMPOUND WHITE ELDER CERATE. A most extraordinary and efficacious remedy for Burns, Scalds, Wounds, Ulcers, Boils, Chilblains, Tumours, Scorbute Eruptions, or other similar complaints. Sold in Pots, at 1s. 9d. and 4s. each.

MAISH'S BOTANIC CORN PLAISTER. AN irestimable remedy, highly approved and recommended for the speedy removal of Corns and Bunions, merely by the application of the Plaister. Sold in boxes at 1s. 9d. each.

MAISH'S CARAWAY CANDY. TO those who are afflicted with Flatulency, Spasms, Wind in the Stomach, and other similar disorders, it will be found an invaluable specific. It also unites the most agreeable confection with the most stimulating stomach medicines. Sold in boxes at 1s. 9d. each.

Testimonials of the above Medicines to be seen at the stores of BEGG & URQUHART, Quebec, 24th November, 1838.

THE Subscribers have just received a large supply of the following celebrated Medicines, viz: OLD BRIDE'S BALM OF COLUMBIA, HAY'S LINIMENT for Piles, Rheumatism, &c. HEADACHE REMEDY.

Also, A fresh supply of MOFFAT'S LIFE PILLS and PHENIX BITTERS. BEGG & URQUHART, 13, John Street, and 8, Notre Dame St., L. 7. 5th October.

SUPERIOR BOTTLED SODA WATER, MANUFACTURED AND SOLD BY MUSSON & SAVAGE.

MOFFAT'S LIFE PILLS & PHENIX BITTERS, FOR SALE BY MUSSON & SAVAGE.

SWAIM'S CELEBRATED PANACA, FOR SALE BY MUSSON & SAVAGE. Chemists and Druggists.

FOR SALE BY THE SUBSCRIBERS, No. 11, Notre Dame Street, 60 BARRELS AMERICAN APPLES, 20 Baskets E. Cheese, 40 Barrels Superfine Flour, 40 Barrels Bottled Wines, 100 Boxes Candles, 100 Boxes Soap, 30 Boxes Pipes, 50 Boxes and 50 half Boxes Raisins, 20 Barrels Roasted Coffee, 20 Barrels Pot Barley. ALSO, Leith Ale, Clives, Cinnamon, Rice, Pepper, Pickles, Sauces, Sperm Candles, Maccaroni, Isinglass, Currants, Ink, Mustard, Cognac Brandy, Holland Gin, &c. JOHN FISHER. 19th December, 1838.



ALL THE HOUSEHOLD FURNITURE and other effects, belonging to the Estate of late Mrs. ELIZA JONES, Widow of the Hon. J. B. T. DUCHESNEAU, consisting of splendid mahogany furniture—namely, dining, sofa, card and other tables—side boards—hair-seat mahogany sofas and chairs—feather beds and bedsteads—carpets and rugs—stoves and stoves pipes.

Also, A beautiful assortment of Linen, and a considerable quantity of Plate. An excellent Piano-Forte and a variety of other articles too numerous to mention. Sale to commence each day at ONE O'CLOCK. CONDITIONS—Cash on delivery. LOUIS PANET, N. P. 12th January, 1839.