

THE QUEBEC TRANSCRIPT.

Holmes, the murderer—the vilest murderer that ever disgraced the name—is probably let loose by a bench of Vermont judges, who have undertaken to reverse the decision of Governor Jenning, who had decided to deliver him over to the Canadian authorities for trial. When the final action by these functionaries of justice is known, we intend to say what the case calls for. If there be such a thing as government in this country, we should like to know it, and if there be not, it is time to tell Messieurs, the murderers, &c. &c. that they can do what strikes them as most eligible in their vocation without the least apprehension of being punished for it. Only let them step a few rods into Canada, and they can step back a few rods into the land of liberty, and they are as safe as a church mouse or a consul in Cuba.—N. Y. Gazette.

THE TRANSCRIPT.

QUEBEC, MONDAY, 12TH AUGUST, 1839

New York papers, by this day's mail, are of Wednesday last. The packet ship St. James, 25th June, from London, arrived at New York on the 7th instant; she spoke on the 2nd, at midnight, a steamer in lat. 40. 40, long. 64. 26, steering East. Some bills of Exchange have been sold as low as 9 per cent.

The steam ship *Liverpool*, has now been out eleven days from Liverpool, if she sailed as advertised, on the 1st instant. Allowing her fifteen days for her passage, we may expect the news by her to reach Quebec on Wednesday week, until which time it is not likely that we shall hear anything from England.

The transport *Stakesby*, with troops for Quebec, it will be seen, on reference to our shipping list, has been spoken with on her voyage. It will also be seen that the troop ship *Buffalo*, was at Green Island on Friday.

The only paper from Upper Canada, this day, is the *Bytown Gazette*, of the 7th. On the 3rd, Messrs. Thompson, of Nepean, commenced reaping a full and fair crop of fall wheat. The quantity of timber despatched from the Chaudiere falls to the Quebec market, from 29th July to 6th August, was 3416 ps. red pine, 22 ps. white pine, and 8 ps. oak.

In Friday's paper we mentioned the arrest of Captain Appleby, who, as commander of the steamer *Caroline*, cut a conspicuous figure in the late disturbances on the Buffalo frontier. On this subject, the *Kingston Chronicle* says,—"It will be remembered that the American Minister at the Court of St. James, in his note to Lord Palmerston demanding reparation for the destruction of the *Caroline*, asserted, along with other glaring falsehoods, that the statements made were supported by the oath of persons of undoubted veracity. Appleby is one of the principal witnesses. This Ruffian began his career as captain of the *Caroline*, by piratically invading this Province; he next perjured himself by the account he gave of the destruction of that steamer,—and is now in Buffalo jail for violating the person of a young lady under fifteen, confided to his care and protection by her parents. Yet this monster, stained with crimes of the most diabolical and revolting nature, is, we dare say, equally respectable with any of Mr. Stevenson's 'undoubted witnesses.'"

The *Toronto Patriot* of the 7th August, states that Kennedy who escaped from the House in which the Durham conspirators were seized, has escaped altogether. He was a day and a half in Toronto and went hence either in the Transit, or the Queen—the Captain knowing nothing of his flight from Cobourg, till he saw it in the Niagara Reporter. Vigilance is not our chief virtue.

We have received our Halifax, N. S., and St. John, N. B. papers of the 3rd inst., from which we make the following extracts:—

Halifax, Aug. 3.—Sailed, on Thursday 1st, H. M. S. *Madagascar*, Capt. Wallis, for St. John, Newfld. and England. Friday, 2nd, H. M. S. *Pique*, Capt. Boxer, Spithead.

SHORT WEIGHT IN FICKLED FISH.—Weighted this morning at Clark's wharf, 9 barrels mackerel, deficient as follows:—
2 bbls. B. Upton, Arichat, 26 and 20 lbs.
2 do. Langley, Gut of Conso, 5 and 5 lbs.
3 do. J. Sault, Prospect, 6, 8 and 7 lbs.
2 do. P. Power, do. 13 and 11 lbs.
Being 101 lbs., or in other words, one half bbl. in nine.—*Acadian Recorder*.

RACE.—A Race for 100 guineas, between the Hon. F. Villiers's br. g. Shamrock, and Capt. McLean's b. g. Uncle Joe, came off on Wednesday afternoon—and although no public notice had been given, drew a number of spectators to the course. Mr. Villiers rode his own horse—Joe was ridden by Capt. Franklin, and although much interest was felt at the start, Shamrock took the lead, maintained it, and won easily. A good deal of money is said to have changed hands.—*Novascotian*.

THE STEAM SHIPS.—The packet ship *Europe*, which arrived at New-York from Liverpool on Monday last, exchanged signals with the *Great Western*, on the 2nd, at 9 a. m., 150 miles from Sandy Hook; and on the same day at 1 p. m., the *G. W.* was seen by the packet ship *Roscoe*, in lat. 40, 16—198 miles from Sandy Hook. On the 3rd day, at 2 p. m., the *Roscoe* saw the British *Queen* 193 miles from the Hook, the *G. W.* being about 13 miles ahead of her, and about 15 miles further south. The British *Queen* was seen by the *Europe* at 10 a. m. the same day, 20 miles astern of the *Great Western*.

The *Great Western* and British *Queen* sailed on the 1st inst., the former at 1 p. m., the latter an hour later. *Sandy Hook* is distant from New York about 18 miles, the *Great Western* from the above data, must have run 216 miles in 24 hours, and the British *Queen* 211 miles in the same space of time.

The freight list, passage money, and postages in the British *Queen*, are worth \$30,000, and in the *Great Western* \$13,000.

THE GREAT WESTERN.—Hunt's Merchant's Magazine for August, contains an interesting table of the several passages of this noble steamer. From this table it appears that she has made 17 passages from and to Bristol. The average of these passages from New-York is 13½ days. The shortest was 12½ days; the longest 15 days. The average of the passages from Bristol was 16½ days; the shortest 13 days, and the longest 21½ days. The average of all the passages out and home, was 15 days. By one of the passages from New-York to Bristol, despatches were received in Liverpool and London on the thirteenth day after leaving New-York, say on the 17th of October, having left New-York on the afternoon of the 4th of that month. By the same, and by one other passage, passengers and despatches reached Paris, by way of England, on the fifteenth day.

The *New York Journal of Commerce* contains the following letter, dated

MONTEVIDEO, June 5, 1839.
The British packet *Spider*, Lieut. O'Reilly, from Rio de Janeiro, entered this port last night, and just as she was anchoring, was fired into, (musket shot,) by the French corvette *Le Perle*, which broke the arm of one of the seaman on board the packet. The affair has created considerable excitement—particularly among the British. The Frenchman made lots of apologies. We shall probably hear, in a few days, the result of an enquiry into the matter.

An account appears in the *New York Commercial Advertiser*, dated from Mobile, July 15th, stating that the previous evening a boat called the *William Hurlbut* left that port, with a large freight and thirty or forty passengers, for Montgomery and the intermediate landings, when about five miles from the city, took fire in the hold from some as yet unknown cause, and in less than an hour was burned to the water's edge. The alarm was given to the passengers while they were seated at the supper table, and in a moment after, the cabin was so filled with smoke, that all had to fly from it immediately, leaving their baggage behind. The fire was discovered while the boat was still in a narrow part of the river, and the pilot ran her on one of the banks in time for the passengers to spring safely ashore, and it is believed that not a life was lost by the accident. She was heavily loaded with merchandise of almost every description, and her cargo is estimated to have been worth, at the lowest calculation, one hundred thousand dollars—scarcely any of which was insured, and not a particle saved.

STEAMBOAT LADY COLBORNE.—A letter from Captain Nickless has been received in town stating that the new steamer *Lady Colborne* may be expected here on Wednesday or Thursday next, on her first trip from Montreal. Capt. N. speaks highly of the ease and swiftness with which the new steamer "walks the waters." Mr. Wm. Newton has been appointed Quebec Agent for the *Lady Colborne*, and from the favourable manner in which both that gentleman and Captain Nickless are known in this city, we have no doubt that the enterprising proprietors of the boat will be amply remunerated for their trouble and expense.

The following account of an experimental trip made by the *Lady Colborne*, is from the *Montreal Courier*:—
This boat made a trip to Yarenes yesterday afternoon, for the purpose of trying her engine, and proved to the satisfaction of her owners, that she will be able to accomplish every thing they expected. The engine was manufactured at the foundry of John Molson, Esq., and not only reflects credit on that establishment, but more particularly on the superior skill of the young Engineer, whose duty it was to furnish plans and models for the whole of the machinery. Every thing is so admirably arranged, that while the engine is working there is scarcely any perceptible motion. She made the trip to Yarenes, (15 miles,) in an hour and three minutes; and returned in one hour and 46 minutes, being absent from port 2 hours and 49 minutes—about 9 minutes of which were lost in turning, and two stoppages on the way up. On the way down, with about 12 inches of steam, the engine made 19 revolutions a minute; coming up, with about one inch more, she made 21. On passing the yard where she was built, and the foundry, she was saluted with several guns.

RECAPITULATION.
Left port at 4 53
Ard. Tremble Long Point 5 20 0 27
-- Pointe aux 5 45 0 25
-- Yarenes 5 56 0 11 1 3
Returning
Left Yarenes 5 56
Arr. op. Pt. aux Trembles 6 27 0 31
" Long Point 6 40 0 28
" in port 7 42 0 47 1 46
2 49

Time lost coming up.
Turning 0 3
Below Long Point 0 2
Above do 0 4
9
Actual time of running 2 40

DORCHESTER BRIDGE.—Messrs. John Phillips and L. Paradis have returned from Montreal, whether they had proceeded to present a petition to the Governor General, for the throwing open of *Dorchester Bridge*, to the public. The petition was favourably received and an answer returned, of which the following are the concluding terms:—

"His Excellency concurs with the petitioners in the opinion that it appears desirable that the Bridge should be purchased by the said Government, and he will therefore take the petition into his immediate consideration, with the view of suggesting such equitable arrangements to be made, as will protect the interests of the public, and indemnify the proprietors of the bridge for the cessation of their property."

"We learn that Dr. Boyd, of Whitley, has been appointed *Bursar of King's College*, by Her Majesty's Government."

Doctor Duchesnois, formerly of Montreal, has been appointed surgeon to the French gale *Louis-Philippe*.

Mr. Prud'homme, a pupil of the great Talu the first tragedian and comedian of the leading theatres at Paris, proposes to have a performance at Montreal, in the commencement of next month, assisted by the Canadian actors. Mr. Prud'homme played on the Montreal boards in 1831 and 1832.

The Church, published at Cobourg, states that the books granted by the University of Oxford to the Clergy of the Diocese of Upper Canada, have arrived in Montreal in the ship Durham, and may be daily expected at that place of destination.

The *Kingston Chronicle and Gazette*, in copying from our paper the account of the *T. T. T.* operation, and the marriage of Dr. G. M. Douglas, says,—

"Dr. Douglas must be a first rate practitioner. Here we find him in the same week, giving a nose and himself a rib." "We are sorry to mar our contemporary's joke, but a sense of duty as public journal (as the phrase goes) compels us to inform him that although his compliment to Dr. Douglas's well merited by each of the medical gentlemen bearing that name in Quebec; the one who gave a woman a nose" is Dr. James Douglas, while it is Dr. George Miles Douglas who gave himself a rib." We like to be correct on important matters, and thus take the liberty of setting the *Chronicle* right.

The *Acadian*, packed and Halifax, sunk in 1230th ult. and next pumped dry by the crew.

Among the recent arrivals to the Kingston Powder, to the rank of D. Elliot to be a Lieutenant and gallant service of the little steamer *Espe* of Prescott, richly deserves country's approbation.

We are happy to let the insane poor of this opened at Montreal, was appointed for the purpose and a lot of gurgles.

Miss Davenport continues to be the theatre audience to be enthusiastic appeared in the chateaux, and Norway, a year this evening as School for Scandal.

The 15th Regiment Charles Wellstedt, of the *Champ de Mars*, Commander of the Fo went through a varied great celebrity and precision.

The Lachine Canal, for the purpose of empty for one week.

Responsible Government enforced by the Row sheaths of the knives were the following titles. "The Responcible Knife."—*The Canadian Chronicle*.

To the Editor of the Star.—Understanding of the Special Council, amend the Ordinance Requests in the District and Three-Rivers, I have for publication on insufficiency, and the more complete, found its workings.

In the first place, it is right as to the powers of the Court. The second of the Court of Request singular the power, I rest vested in the C. "Trial of Small Cause construction there is one of opinion. The question, give the Court 4 executions on the judgment Summary Courts. The District has decided in the Clerks are consequent his opinion, when in part, almost generally, many Courts have refus papers, alleging that they authorize them so to do, to compel them. I ne consequence, great incense to those having delay necessary to bring down the same executor grievous expense entails defendant. The matter beyond a doubt; for the law of the Commission the justice and exp having such power.

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