

# THE QUEBEC TRANSCRIPT.

horse hair. The handle is dead silver embossed with flowers, and extends ten inches. At the end is a bird holding a chain, to which is attached a finger ring, all of the finest gold, and exquisitely worked. Small circles of gold ornament it within a short space of the end, which forms a short tongue. This pretty trifle cost thirty-eight pounds.

## UPPER CANADA.

Kingston, May 29.—His Excellency Sir George Arthur arrived yesterday in the William IV. from Toronto, and immediately embarked for Brockville, for the purpose of making enquiries on the spots into the circumstances attending the seizure of an American Schooner for a breach of the Revenue laws of the Province. We understand that His Excellency is by no means satisfied either with the conduct of Col. Worth, on that occasion, or with the manner in which the restoration of the Schooner was effected.

His Excellency will visit Cornwall before his return.—*Chronicle.*

We understand that a Convict Vessel with an escort of the 51st Regiment is daily expected at Quebec, to convey the prisoners in Fort Henry to New South Wales. Convict dresses are now being prepared for these unhappy men.

This act of justice will give universal satisfaction to the people of the Canadas, who were beginning to fear that here at least Justice had lost her sword.—*Id.*

Ninety vessels passed up and down the Welland Canal during a fortnight, from the 1st to the 15th May.—*Id.*

Toronto, May 29.—On Saturday last eight prisoners from Kingston were received at the goal of this place, and we understand that they are to be put on their trial at the Assizes now sitting. They are the famous Point au Pelee brigands—or, as they have been called, *Prisoners of War!* Their names are, Douglas Mackenzie, Benjamin Warner, Philip Jackson, Isaac Meyers, William Galt, Samuel Woods, Isaac Mace, and John McIntyre.—*Colonist.*

On the afternoon of Saturday, nineteen prisoners were sent off from the goal of this city to Kingston. They were all tried and sentenced to death at London, one time ago, by the Court Martial. It is the general impression that they will be banished to a penal settlement, as well as the other prisoners now in custody in the province, and convicted of similar crimes, as the system of liberating them in the United States is admitted not to produce the effect which the Executive Government of this Province seemed to anticipate.—*Id.*

## THE TRANSCRIPT.

QUEBEC, MONDAY, JUNE 3RD 1839.

### Important from England.

The ship *John Francis*, Capt. Cotter, arrived in port yesterday from Liverpool, whence she sailed on the 6th May. The Captain has furnished the Exchange Reading-Room with the *London Times* of the 4th.

*House of Lords, 3rd May.*—Lord Melbourne brought up the following message from the Queen:—Her Majesty thinks proper to acquaint the House of Lords that it appears to Her Majesty that the future welfare of Her subjects in Lower and Upper Canada, will be promoted by a Union of the said Provinces into one Province, for the purposes of Legislation, from and after a period to be fixed by Parliament; and Her Majesty therefore recommends the House of Lords to consider such measures as may be submitted to them for this purpose. Her Majesty being persuaded that the House of Lords will combine a due regard for peace and security in those Provinces, with such provisions as shall be conducive to the permanent freedom and prosperity of Her Majesty's North American possessions.

The Message is to be taken into consideration on Monday 6th May.

In the course of the evening, in answer to the Duke of Wellington, Lord Melbourne said that he should, on Monday, make a general address in answer to the Queen's message, pretty much in the same terms as one which had been adopted by their Lordships' House in 1781, in a reply to a similar message. The address would not call on the house to offer any principle, but merely thank Her Majesty for her gracious message, and state that the House would proceed to take into consideration, without however pledging themselves to any specific opinion.

The Queen has been pleased to create the following Barons of the United Kingdom:—Richard Wagon, Baron Talbot de Malahide, by the title of Baron Furnival de Malahide in the county of Dublin.

Sir John Thomas Stanley by the title of Baron Stanley of Alderley, in the county Palatine of Chester.

The Right Hon. Velliers Stuart by the Title of Baron Stuart de Decies, of Dromans, within the Decies in the county of Waterford.

Charles Leigh, Esq., by the title of Baron Leigh of Stoneleigh, in the county of Warwick.

Paul Feilby Thompson, Esq., by the title of Baron Wenlock in the county of Salop.

The Right Hon. Charles Brounlow by the title of Baron Lurgan of Lurgan in the county of Armagh.

Nicholas William Ridley Colborne, Esquire, by the title of Baron Colborne of Worthington, in the county of Norfolk.

Arthes French, of French Park, in the county of Loxborough, Esquire, by the title of Baron de Freycinet of Artagh, in the county of Roscommon.

A Proclamation has been issued against the Chartists, and the 1st Dragoons, the 79th and other Regiments have been suddenly ordered from Ireland to the manufacturing district.

Thomas Haynes Bailey, Cressett Pelham, M.P., and Professor Prevost, of Geneva, are dead.

The Jamaica "Suspension of Constitution" Bill was brought on, on the 3d, and the debate adjourned to the 6th.

The Earl of Scarborough succeeds the Duke of Newcastle as Lord Lieutenant of the county of Nottingham.

The *John Francis* since Sunday, 26th May, has passed more than 160 vessels bound up. The number of vessels arrived, reported on the books of the Exchange at 4 o'clock yesterday, was 361.

## THE ARMY.

It is believed in the military circles that the regiments serving in the North American command will be increased to 1600 rank and file, and that one skeleton company of each regiment will remain at home for the purpose of recruiting, the whole of such companies being brigaded together, either at Cork or Plymouth. There is some idea also of annexing the duties of Paymaster to the second Majors, or Senior Captains, and of subjecting their accounts, at short periods, to the supervision of District Paymasters, preparatory to their inspection at the War Office.

Presbyterian chaplains will, it is expected, be appointed to the 25th, 26th, 42d, 71st, 72d, 79th, 91st, 92d, and 93d Scotch Regiments.

Halifax papers of the 25th ult. are received.

The M. ships *Edinburgh*, *Pique*, *Vestal*, and *Ringdore*, are momentarily expected at Halifax.

The *Kingston Herald* says that from every quarter of Upper Canada favorable accounts of the growing crops are received.

From the *Montreal Gazette* of Saturday last.

On the 21st April last, while Augustin LeGault at Desloriers, a *habitant* of the parish St. Ignace, in the County of Vaudreuil, was at his devotions in his own house, his wife, Elizabeth Revane dit Francoeur, struck him on the back part of the head with an axe, so severely, that the unfortunate man died a few days afterwards. A Coroner's inquest was held over the body, when a verdict of murder was returned against the unhappy woman, who most evidently has been in a state of derangement when she committed the atrocious deed. It appears, however, that the unfortunate couple, though but recently married, had not been on the best terms.

It is stated in the New York papers, that a small iron steamboat, named the *Robert F. Stockton*, and built in England, for the Delaware and Raritan Canal, had arrived at New York, a few days ago, from London, after a passage of forty eight days. The passage was long; but when we consider that it was performed by sails, and not by steam, it will appear not to have been so long a passage after all. The undertaking, therefore, of sailing an iron vessel across the Atlantic, was not only a new but a perilous one; and those who performed it are entitled to the highest praise, no less for the bold attempt than the successful manner in which it was performed. This is the first iron vessel that has ever crossed the Atlantic.

It appears we were in error in stating that the *British Colonist*,—a prospectus of which has recently been issued,—was to be under the editorial management of Mr. Hunter. That gentleman, in the *Mercury* of Saturday, disclaims any connexion with the proposed publication.

## MR. WILSON'S PLAN

For the better regulation of Seamen in the Port of Quebec.

The undersigned, having been one of the Landing Waiters and Searchers, in the Customs at this port, for thirty-seven years, necessarily had many opportunities of witnessing the losses and perplexities to which Shipmasters and owners are every season subjected, and the serious interruption which commerce experiences by the thoughtless and irregular conduct of seamen, which has been long and loudly complained of, as an evil of great magnitude and the removal thereof has been, and still is, considered a desideratum of no minor importance. Under this conviction, he has bestowed considerable reflection on the subject, and the most promising means which have occurred to him of removing the evil in question he now respectfully submits, and are as follow, viz.:

To have a Legislative Enactment passed to the following effect:—

1. That an office be established in a suitable situation at this port, for the sole purpose of taking cognizance of the conduct of seamen, with a proper person to preside over its operations, and who shall be a Justice of the Peace. The said office to be denominated "The Marine Office," or whatever other name may be deemed most appropriate.

2. The Harbour Master of the Port to be furnished with printed notices from said office, which he is to deliver to the masters of the different vessels on their arrival, directing them to repair to the said office immediately after reporting at the Custom House, and there produce the Ship's Articles, from which the names of the crew are to be taken, and a sufficient number of tickets will be delivered to him, on which tickets there will be such marks and numbers as the internal economy of the office may require.

3. Any seaman found on shore, whether on duty or not, will be considered a deserter, and arrested as such.—This will go far to prevent men from leaving their ships without leave, as it will be for the master and his mate to take care that the men do not get possession of the tickets in a clandestine manner.—Any ship-master refusing or neglecting to report his arrival as herein directed shall be subject to the penalty of £ to be recovered by such summary proceedings as the Legislature may see fit.

4. Any master of a vessel taking men belonging to another vessel, without the concurrence of the master of such vessel, to be subject to the penalty of £—, to be recovered as above; but masters are to be at liberty to exchange or spare men to each other upon a mutual agreement, in which case they are both to repair to the said office, and give intimation of the transaction.

5. Every master, before he can obtain his clearance at the Custom-House, must produce a certificate from the said office, signifying that he has complied with the regulations thereof; and before he can obtain such certificate, he must make affidavit that he has not any men belonging to other vessels, nor will he receive any, but such as may have been regularly transferred to him at the office.

6. Tavern-keepers, boarding-house-keepers or any person whatever, harbouring seamen, without their tickets, or aiding and assisting therein, to be subject to the penalty of £— for every seaman so harboured for the first offence, and to the penalty of £— for every subsequent offence. The said penalty to be recovered as before.

7. It has often been alleged that stowers of vessels have been in the practice of enticing men to desert from their vessels, and of aiding them therein, which they have particularly favorable opportunities of doing, from that intercourse with the men necessarily arising out of their duty. Should any such stower be detected in such practice, he is to be liable to the penalty of £— for every man deserting through his aid or connivance. Said penalty recoverable as before.

8. When a master applies for a certificate to enable him to clear at the Custom-House, he must return the tickets he received from the office on his arrival at the port, without which he cannot obtain his certificate.

9. In order to give due effect to the regulations of the said office, a sufficient number of select policemen must be in constant attendance, and under the sole direction of the office.

10. The superintendent of the office shall have authority to issue search warrants, to search any house that may be suspected of harbouring seamen without tickets, or those with tickets who may have exceeded their leave of absence, or deserted their duty on shore; which warrants shall issue on the affidavits of the master, mate, or any of the crew of the vessel to which the men in question belong, that they have reason to believe they are in such house or houses.

11. It shall be competent for all policemen and constables, whether attached to the office or not, to arrest seamen without tickets; and they are to conduct them direct to the office.

12. It is humbly submitted whether it would not very materially add to the utility of the establishment and to the attainment of the objects it has in view, were the superintendent of the office to be invested with authority to inquire into, and decide upon, disputes of minor importance between masters and their crews; and that in every case of such reference to him, he shall, if he see fit, decline taking cognizance of it, but refer it to the Court of Admiralty.

13. All seamen arriving at this port from vessels that may have been wrecked, and also those discharged from an hospital after their ships have sailed, are to report themselves at the said office, to whom tickets will be given to protect them from molestation, and a list of their names will be kept, to the end that ships in want of hands may have an opportunity of procuring them, and those unfortunate men of obtaining employment.

## COMMERCIAL.

During the past week, a great amount of business has been done by our merchants. Such as have been fortunate enough to get their spring supplies of dry goods to hand, have disposed of them freely and at good rates. The different auction sales have been well attended, and fair prices realised.

Flour continues to be sold at 35s. for fine, and 33s. 9d. for middling. A lot of superfine has been sold at 37s. 6d. Ashes remain at our last quotations.

## SHIPPING INTELLIGENCE.

### PORT OF QUEBEC.

#### ARRIVED.

- Ship *Ros*, Parish, 6th April, Hull, Chapman & Co. ballast.
- Brig *Loyal British*, Storey, 6th April, Hull, Atkinson & Co. ballast.
- 330 Brig *Uncertain*, Legendre, 10th April, Hambro', Cunningham & Co., provisions.
- Brig *Margaret*, Smith, 10th April, Levis, Gilmour & Co., general cargo.
- Brig *Robert & Margaret*, Mowbray, 27th April, Glasgow, order, ballast.
- Brig *Anne Eliza Jane*, Dale, 7th April, Newcastle, Pemberton, coal.
- Brig *John & Mary*, Harvey, 30th April, Padstow, Price & Co., ballast.
- 325 Brig *Hamper*, Scurr, 23rd April, Maryport, Gilmour & Co., ballast.
- Brig *Sea-bird*, Munro, 1st May, London, Gilmour & Co., ballast.
- Brig *Cypress*, Farmer, 11th April, London, Atkinson & Co., ballast.
- Brig *Trio*, Pearce, 5th May, Ross, Le Mesurier & Co., ballast.
- Brig *Hope*, Middleton, 24th April, Maryport, to order, ballast.
- 330 Brig *Thomas and Robert*, Johnston, 1st May, Newcastle, Pemberton, ballast.
- Brig *Rainbow*, Eusem, 12th April, Hambro', to order, ballast.
- Schr. *Canadian*, McNeil, 22nd May, Gaspé, Le Mesurier, iron.
- Schr. *Maria*, Allard, 20th May, New Carlisle, to order, ballast.
- Schr. *St Laurent*, Bernier, 15th May, Bathurst, Le Mesurier, fish.
- 335 Brig *St. George*, Poole, 27th April, Maryport, Symes & Ross, ballast.
- Brig *Eleanor*, Bruce, 14th April, Newcastle, Le Mesurier, ballast.
- Brig *Harvest*, Waugh, 22nd April, Cherbourg, Pemberton, ballast.
- Brig *Urania*, Younger, 14th April, Leven, Montreal, general cargo.
- Ship *Reinewell*, Tucker, 26th April, Hull, Levy & Co., ballast.
- 340 Ship *Trance*, Armstrong, 20th May, New York, Tibbets, general cargo.
- Ship *John Francis*, Cotter, 6th April, Liverpool, Chapman & Co., ballast.

#### ENTERED.

- British Queen, 304, H. Talloch-Castle, 463, Lion Symmetry, 331, Tralee Eleanor, 188, Dublin, I. Boreas, 458, Limerick Brothers, 231, Chisago Kingdon, 357, Bristol, Alchymist, 330, Glouce Champlain, 229, Yough Mary, 407, London, L. Eagle, 258, Portrush, I. Cenrops, 323, London, Sapphiras, 275, Lynn, I. Indus, 310, London, M. Earl Bahurst, 237, Sea Lion, 287, Bristol, M. Queen, 422, Hull, Syme Acturus, 268, London, Cyrrus, 408, London, Pr. Lively, 289, Galway, F. Anasco, 367, W. Waterford

- Ship *Alceone*, M. pitch Pine,
- Brk *Hollo*, Steph. ballast.
- Brk *Pair Isle*, M. Atkinson, I.
- 345 Brk *Rich*, C. procl, Le M.
- Brk *James Lem*, Montreal, g.
- Brk *Tyrone*, Giamon & Co.,
- Brig *Aurora*, Hick general carg.
- Brig *Bella*, Butch ballast.
- 350 Brig *Adriatic*, land Marti,
- Brig *Talisman*, L. Mesurier, h.
- Brig *Preston*, P. land, ballast.
- Brig *Leipic*, Str. Heath, iron.
- Brig *Old Maid*, D. & Co. ballast.
- 355 Brig *Milvain*, Mastland, g.
- Brig *Harmony*, B. H. N. Jones,
- Brig *Crown*, Rich Gilmour & Co.
- Brig *Ann Elizabeth*, mouth, Atkin
- Brig *Elliot*, Smith, man & Co.,
- 260 Brig *Hampton*, derland, coal.
- Brig *Hero*, Harris Maitland, bal
- Brig *Rudolf*, Bidd Maitland, coal
- Brk *Hampton*, Hal Gilmour & Co.
- Brig *Wm Green*, P. Chapman & Co.
- 265 Brig *Jubilee*, C. Curry & Co.,
- Brig *Crooke*, Tayl southland & C.
- Brig *Isabella*, Lower & Ross, ballast.
- Brig *Robert & Isabe*, bro', Gillespie
- Brig *Thos*, Dayden, East, Levy,
- 370 Brig *Energy*, I. Montreal, gene
- Brig *Gloster*, Henl Le Mesurier &
- Brig *True Briton*, I. Le Mesurier &
- Brig *Nancy*, Acheson moor & Co., b.
- Brig *Nestor*, Clarke, moor & Co., b.
- 375 Brig *Samuel*, G. Gilmour & Co.
- Brig *Christiana*, Le Chapman & C.
- Brig *City of Roches*, Chester, Atkin
- Brig *Thoburn*, Dinan kinson & Co., I.
- Schr. *Phoenix*, Cald Mesurier & Co.