EUROPEAN SUMMARY.

The late Speaker, now Baron Dunfermline, is descended from the ancient family of Abercromby of Birkenbog, in the county of Banff. The first of the family on record was Humphrey de Abercromby, who obtained a charter from Robert Bruce in 1315. Sir Alexander Abercromby, of that like, had a younger son, Alexander, who settled at Tullibody in Clackmannasshire, and was father of Sir Ralph Abercromby, who was killed as the battle of Alexandria in 1801. Baron Abercromby, the eldest son, inherited the title from his mother in 1821, and is married to a sister of the present Viscount Melville. Lord Dunfermline is the third son of the hero of Aboukir, and, we believe, is about 65 years of age.

Representation of Ipswich.—At a meeting of the Wellington Club at Ipswhich, it was unanimously decided that Mr. Gibson, the M. P. for that borough, had completely forfeited the good opinion of the electors, and that upon a vacancy Colonel Chatterton, of the 4th royal Irish dragoon guards, should be solicited to come forward, with the promise of the most strenuous support.—*Essex Herald.*

Sir William Follett—We learn that the health of this distinguished advocate is so far restored as to require only a temporary, but, for the time, total abstinence from business to effect an entire restoration; and that, with that view, he has been advised to go abroad for some time, as the only means of escaping the tempting urgency of clients.

We regret to have to announce the death of General the Honourable Robert Taylor, uncle to the Marquis of Headfort, at his seat, Davestown, in Ireland, on the 23d ult. The hon general, who was in his 79th year, was colonel of the 6th dragoon guards or carbineers.

We have good reason to believe that the Marquis de Dalmatie, son of Marshal Soult, is to be the French ambassador in London, in the place of General Comte Sebastiana.—*Morning Post.*

Edinburgh, May 31.

Parliament re-assembled on Monday, when Mr. Shaw Lefevre was elected Speaker of the House of Commons by a majority of eighteen. The other business before that house was not of general interest, if we except the announcement by Lord John Russell, that Government had received no intelligence of hostilies having broken out between the Porte and the Pacha of Egypt. On Tuesday evening the Chancellor of the Exchequer intimated that he should, in the course of a fortnight propose a resolution to Parliament with a view of giving effect to Mr. Rowland Hill's plan for a uniform penny postage. This determination of Ministers will be hailed by the country as an auspicious presage of practical reform.

WAR IN THE EAST.—There is much talk in the city about the hostilities in the East. It is feared that our Mediterranean trade will be considerably affected by it.—France is acting promptly. I hear that the admiralty are about to follow her example.

The Queen has been pleased to direct letters patent to be passed under the Great Seal, granting the dignity of a Baron of the United Kingdom of Great Britain and Ireland unto the Right Honourable James Abercromby, and the heirs-male of his body lawfully begotten, by the name, style, and title of Baron Dunfermline, in the county of Fife.

A most disastrous and ludicrous accident occurred last week on the Birmingham and Liverpool Railway. The passengers coming from London were roused from their slumbers by the guard suddenly stopping the train, crying out breakers a-head. On approaching this "wreck ashore" it was found that the fore axle of the head waggon, containing several tiers of boxes filled with Glasgow and Paisley manufactures, had broken down, the goods been scattered in all directions, smothered by the second waggon, full of pigs, some cut in two, some alive, escaping through the mixture of printed goods, oranges, cigars, and cheeses, rolling about and tumbling down the embankment. We have no doubt the country-people, before day-break, would reap a plentiful harvest from this miscellaneous mass.

Glasgow, June 30.

The British Queen.—We noticed in a former paper, that this splendid steamer was expected to leave the Clyde for London on the 1st of June. We understand that she will not be quite ready at that time; but as she is advertised to leave London for New York on 1st July, she cannot be long delayed. We would therefore advise all who have not seen this floating palace not to lose a day in visiting her. A contemporary states, that all the berths both in going out and returning, are already secured,—the passage money for each trip amounting to the large sum of £10,000, or £20,000 going and returning. She carries 300 passengers, besides 85 persons belonging to the vessel, 15 of whom are stewards. The passage money for the first cabin is £40, and for the second £35. The saloon is fitted up in the most tasteful and really splendid style, and is adorned with beautiful paintings of historical subjects, done upon a particular description of canvas. There are two engines of 250 horse power each, with four furnaces, and she requires 900 tons of coals for the voyage. The head engineer Mr. Johnston, is a native of Gargieston, near Kilmarnock, where his father carried on the business of a wright. He had the good fortune of being engineer to the first steamboat that entered the Thames, afterwards acted in a similar capacity in the steamer that conveyed George IV. to Ireland, and is now about to conduct across the Atlantic the most splendid vessel that ever left the British shores. The Company to which she belongs intend to build other four vessels, even exceeding in dimensions of the Queen. It is only when the spectator views her interior that he is fully impressed with her astonishing proportions, and how greatly she surpasses other steamers. The accommodations in every department are of the most superior kind, and the viands to be supplied to the passengers of the most luxurious description. To show that no expense in these respects is to be spared, it is only necessary to instance the service of silver plate, which has been furnished at a cost of L 10,000!—*Glasgow Chronicle.*

A Quaker Soldier.—A court-martial was held at the Marine Barracks, Chatham, last week, on a drummer named Dine, for disobediance of orders, he having refused to carry his sword. The excuse was, that it was against his religion to take up arms, he having became a member of the Society of Friends. Many of the Quakers from Rochester attended, and assisted him in his defence. The Court found him guilty, and sentenced him to three months hard labour.—*Maidstone Gazette.*

SOUTH AUSTRALIA.—The Glenswilly, a fine ship of 632 tons, sailed from Greenock for South Australia, on Wednesday last. Independent of a few steerage she carried upwards of eighty in the Cabins, being the greatest number of cabin passengers, we believe, that has ever left Scotland for Australia in any ship. She was fitted up in beautiful style, and much to the satisfaction of her passengers.—[The Glenswilly was built at St. John, N. B. by Messrs. F. & S. Smith.]

Office of Ordnance, May 23.

Royal Regiment of Artillery—First Lieut. A. Gossett to be second Captain, vice Lyster, retired on half-pay; second Lieut. R. S. Allen to be first Lieut. vice Gossett.

The Queen will visit Ireland in August—this is announced from unquestionable authority.—*Limerick Chronicle.*

UNITED STATES

The British brig of war Sappho, Lieut. Frazier and schr. Pickle, arrived at Havanna, on the 13th. The latter had given chase to a slaver under Portuguese colors off the Isles of Pines, and obliged her to run on shore. The Pickle brought round to Havanna about 150 negroes taken from the slaver. The crew escaped with the remainder of the slaves. The Pickle set fire to the vessel and burnt her.

DESTRUCTIVE FIRE IN EASTPORT.

Extract from a letter dated

EASTPORT JULY 6, 1839.

"My dear Sir;—You no doubt ere this have heard of the destructive fire which took place here yesterday morning, and which commenced in a small building on the platform at the head of Market Wharf, which was nearly consumed before the Engines could be brought to bear on it. The store of A. Haydon & Son was immediately enveloped in flames; the fire then crossed the street, and took every store on both sides of Water Street, including every builing on Central, Union, Steam Boat and Hobbs's Wharfs. It then caught several dwellings up Boynton street, as also two vessels lying at the wharfs, the fire having broken out at dead low water. The conflagration spread with the most terrific fury, and in less than an hour our four engines were rendered perfectly unavailable and ceased.—Every one then tried to save whatever could be got out of the reach of the devouring element. The whole town were out; stooping age, women, girls, and even small children joined the more powerful efforts of the citizens to save every thing in their power. The business part of Eastport is a smouldering heap of ruins—a sad spectacle! it makes one melancholy to look on the awful devastation. Seven-eights of the bustling, commercial part of our town is destroyed, and with it a very large proportion of the property it contained, including thousands of barrels of fish, flour, and from ten to filteen thousand of corn and meal. This is a dreadful loss to us, and will probably be more disastrous in its consequences than any late fire, not even excepting that of Saint John. To add to our griefs it is believed without doubt that the fire was the work of an incendiary."

Quebec, June 28.

We have no details of the conviction and sentence of *M'Kenzie* and others refugees and sympathisers beyond what will be found in our Montreal correspondence. The Judge has given him half the punishment provided by the act of Congress, and reduced the fine from three thousand to ten dollars probably on affidavits of his poverty. Monroe County is that of Rochester, where M'Kenzie has lately resided and prints his newspaper. We have heard that the mob there lately made an attempt, to ride him on a rail, for something he had said in his paper, so that he is, perhaps, better in gaol than any where else.

When the effects which expeditions fitted out in the United States against the British territory have produced, and may still produce, are considered, the law of Congress seems inadequate to repress the evil. The Chances of success in these piratical expeditions are, however, become rather discouraging.—*Gazette.*

Bermuda, June 4.

The Lords Commissioners of her Majesty's Treasury have appointed Charles Hesseltine, Esq. Collector of H. M. Customs in the room of Gilbert Salton, Esq. deceased; the hon. Samuel Addison Smith, to be Land and Tide Surveyor; R. D. Fraser, Esq. to be Senior Landing Waiter and Searcher; and George Cockburn Harvey Esq. to be Junior Landing Waiter and Searcher.

PROVINCIAL.

St. John, July 6.

THE REGATTA.—Will take place on Thursday, 1st August next, being the anniversary of the glorious Battle of the NILE.

The first race will be for Gigs rowing six oars.

Second race for Whale Boats rowing five oars, with a steersman.

Third race for Boats rowing four oars only; no five oared boat or gig will be allowed to enter for this race.

Fourth race for Fishing Skiffs, to be rowed by two men.

Fifth race for Dingeys, to be rowed by one man.

Sixth race for Indian Canoes.—The rowers to be dressed in full Indian costume.

Every person entering a boat must state the name of such boat the description of dress worn by the rowers, and their descriptive flag.

If less than five boats start in any one of the races, two prizes only will be given. If only two boats start, there will be but one prize.

All boats must be entered for the Regatta on Saturday the 20th instant, between the hours of 3 and 5 o'clock P. M. at the *Hibernian Hotel*, at which time the Committee will be in attendance, and no boat will be allowed to enter for the Regatta after that period. Committee:—Charles Hazen, Charles Drury, G. G. Gilbert Lieut. Allen, R. A. Henry Chubb, Samuel Gould, Peter Besnard, J. H. Gray, Chas. Johnston, A. R. Truro.

Fredericton, July 6.

Wednesday's Gazette contains the usual notice of King's College Encænia; the Archdeacon preaching a discourse on the importance of belief in the Christian religion,—the College Council meeting, at which His Excellency presided as chancellor, when orders were made for the supply of new books for the students and the improvement of the college grounds,—and the terminal examination taking place.

The examination of the Collegiate School afterwards was held, which it is stated was rendered less interesting than usual, "by the unexplained absence of some of the scholars." The Douglas silver medal however, was awarded to the senior scholar JOHN WOOD, who passed a very creditable examination.

The public act in commemoration of the founders and benefactors of the university, was then celebrated in the College Chapel, and the Lecturer on Chemistry delivered the customary oration in praise of those wise and benevolent men, which elicited the chancellors high approbation; and the degree of Master of Arts was conferred on the Rev. John Mayne Sterling; and that of Bachelor of Arts, on Edward Henry Wilmot, William Henry Shore, and Colin Irvine Allan.

The convocation was closed by the Chancellor proposing,—we believe for the third time, the same subject for the Douglas medal; the students having been prevented from competing for it during the past year, by the invasion of the disputed territory, and the consequent interruption of the peaceful pursuits of literature.

COMMUNICATION.

On board the Lady Campbell,
Saint Andrews Harbour,
4th July, 1839.

To the Editor of the St. Andrews Standard.

Sir,—On Friday 21st June, one of my seamen fell down the hold a distance of 12 feet on the bricks which I have in for ballast and struck on his head, informed of this by the Steward, when I was in the cabin conversing with Capt Meloney, I immediately went down the hold and on seeing the man I was afraid he was in a dying state, I told the Steward to bring my lancet and a basin or bucket, that I might bleed him, thinking it the only way I could adopt to save the man's life, this was obeyed and I succeeded in getting about a pound of blood from him, finding the man was in great danger and wishing to procure for him immediate assistance, I obtained Mr. Babcock's Gig, and conveyed him to the *Marine Hospital*, two of my seaman with me to assist. The day was very wet I ordered the patient to be carried in as quick as possible along with me, there I ordered him to be laid on a bed and asked the inmates who was in charge of the Hospital, one of them went and brought the Matron. Her first first words to me were, have you an order, I said never mind the order, tell me where to find the Doctor to try and save the man's life, she repeated you must have an order, I replied never mind that, only tell me where I can get the Doctor, she then positively ordered him to be taken out—I obstinately objected and observed I had been among heathens and had never experienced such treatment, *for which others may account*, she plainly told me to my utter astonishment, I was a blackguard, and no gentleman and that I ought to be in gaol long ago, in reply I said, madam such language is quite foreign to me, but you convince me that the epithets apply to yourself, she still insisting that I and the unfortunate seaman should be turned out, I gave explicit orders to my men to remain with the patient, at all hazards, until I went and brought the Doctor, during my absence the matron went to a Commissioner to lodge her complaint and to put me in custody, on my return with the Doctor he approved of my treatment and ordered hot applications to the patients feet—when the matron returned during the Doctors visit the same bad feeling was evinced in her manner and words, I could not help saying that sailors should be received and treated humanely, when mariners had to pay not only to the institution but for those who ought to take care of them, it is to be particularly observed that I never objected to get the order from the Commissioner, because I knew the case was so strong and they could never object to it, at least humanity teaches me to think so, but at all events I risked my own responsibility for any expense to save a fellow beings life, if a mere matter of form should subject me to pay it. Willing however to comply with the prescribed forms I applied to two of the Commissioners, requesting an order for the man's admittance, which I obtained, at the same time stating the abuse I received in pursuit of my duty, and requesting at their hands, due justice to be observed. If on enquiry it should be found that any improper conduct had been shewn by the matron of the Marine Hospital to those who are the unfortunate subjects for whose use it was instituted, or to those who are their legal protectors, or to those under whose care it has been made a Provincial establishment, if it be thought that this is a querelous complaint it is not so but conceive it my duty to make such abuse of British rights known to the publick to prevent such future conduct.

Your very Obedient Servant,
JOHN JOHNSON.

TIMBER WANTED.

OF THE FIRST QUALITY
2000 Tons.
Apply to the Subscriber,
GEO McKENZIE.
St. George, July 13, 1839.

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DAYS OF SAILING OF THE

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LIVERPOO

From Liverpool,
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REBECCA, second daughter of
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Shipping
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9 — Emeline Hilton,
11 — Cornelia, Carrick
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July 9 Brig South Durham
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— — Wm. Walker, Da
ton P. Smith.
18 Bgt Union, Watson
W. Babcock & Son

MAGAGUADAVIC.
July 1 Brig, Vesper, Brown,
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July 6 Schr Only Son, Muir
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9 Bge Rokeby, Young,
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11 Brig Herald, Cann
Wm, Babcock & Son

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