

SUMMARY OF NEWS.

STEAM PACKET, ACADIA.

Death of the Earl of Durham.

From the hour of his Lordship's arrival at Cowes there appeared no hopes of his recovery, and he has been daily getting weaker, but his medical attendants considered he was not in immediate danger—that the acute disease had been changed into the chronic; indeed he had no medical man in attendance for some days, and his amiable lady and family had been lulled into a false security. His Lordship had not eaten anything for a week past, excepting a little fruit, and had taken only beef tea. On Sunday and Monday he did not rise even to have his bed made; his lady was his sole and constant attendant night and day; no one else ever went into his room. His Lordship had taken a great fancy to the town, and to the last was very anxious to purchase or take on a lease of fourteen or twenty years a large house for his family, and Mr. Moore had applied to the Earl of Belfast, Sir Thomas Tamer, Mrs. Goodwin, and others for that purpose. His Lordship considering himself better, and that he would recover. At five o'clock this morning he was taken worse, and Mr. Day was for the first time called in; he attended immediately, and pronounced him dying—that he could not live five hours. At ten minutes past nine his Lordship expired. It was a terrible and unexpected blow to his lady and children, for if ever a husband was devoted to an amiable and affectionate wife it was John George Lambton, Earl of Durham.

Lord Ebrington.—The rumoured resignation of the viceroyalty of Ireland by Lord Ebrington, has been flatly contradicted by the *Dublin Morning Register*.

The Army.—A large draft of the 67th (South Hampshire) Regiment, arrived in this city yesterday from the headquarters of the depot at Galway, and wait the arrival of a transport to convey it, with several other drafts, to join their respective Regiments in Canada. The 67th embarked for foreign service in 1832.—*Cork Constitution*, July 30.

Intended alteration in the small Fire-arms of the Royal Artillery.—On Friday, two gunners and drivers belonging to the battering train of the Royal Artillery were ordered to proceed from Woolwich to the Ordnance Office in pall-mall, the one armed with a gun of the same description as those of the soldiers of foot regiments, and with the cross-belts accoutrements as at present used by the foot artillery; and the other with a carbine similar to those used by regiments of light-horsemen. The men having gone through different exercises, according to the carbine and musket practice, the Master-General, Sir Hussey Vivian, was so pleased with the carbine, that he decided upon that description of fire-arms being universally adopted in the Royal Artillery, that they will in future be issued instead of the musket, until the whole of this corps are supplied with them. In consequence of this alteration, the cross-belts, or those supported on the shoulders, will be discontinued, and the Master-General has approved of the pouch being supported, and made to move backwards and forwards on the frog-belt as it is termed. This belt is fastened round the middle, and is at present used in the battering train department. The intended alteration appears to be hailed with great satisfaction by the men, as it will relieve them of a great weight on guard, and must prove a valuable acquisition to the field of battle, and be made available as a weapon of defence when muskets could not be used by those having to perform the arduous duties of artillerymen. Application was made on Saturday at the Tower of London to ascertain if there were 7000 carbines in the depot for military store; and if there is issued immediately at head-quarters, at Woolwich, and at the various other stations at home and abroad on the first opportunity.

The Dublin Monitor says that "it has been determined to allow the vacant Chief Baronship of the Exchequer to be filled up according to the established custom of bar promotion. Mr. Brady will, therefore, be the new Chief Baron; Mr. Pigot, Attorney-General; Mr. Sergeant Moore, Solicitor-General; and Dr. Stock, will be the new Sergeant."

The Evening papers of yesterday announced the demise of General the Hon. Sir Edward Paget, G. C. B., the Governor of Chelsea College. This statement was erroneous, it being the gallant general's brother, the Hon. Sir A. Paget, whose death we have to record. The Right Hon. Sir A. Paget died, on Sunday last, at his residence in Grosvenor-street. He had been seriously indisposed some weeks before. He was the second son of the first Earl of Exbridge, and brother of the Marquis of Anglesey, and was born January 15, 1771, and married Lady Augusta Jane, daughter of the Earl of Westmoreland, and sister of the Countess of Jersey and Viscount Burghersh, whose marriage with the late Earl of Morley was dissolved by act of parliament in 1809, by whom he had a family of nine children, six of whom survive him. Upwards of thirty families are placed in mourning by his death. By the demise of this gentleman an insignia of a knight grand cross of the Bath becomes vacant, and a pension of £1,200 per annum, which Sir Arthur received for his diplomatic services, reverts to the civil list.

House of Commons, July 27.
On Monday Sir R. Inglis, brought the subject of idolatry in India before the House, the hon. Baronet in answer to Sir John Hobhouse said,—"nothing could be more satisfactory than the right hon. gentleman's answer so far as regarded Bengal and Bombay, and he trusted that, as regarded the Presidency of Madras, measures would be adopted to remedy the evil complained of."

Mr. Labouchere, in answer to Mr. B. Wood, with reference to the commercial treaty between this country and France, said,—"That he is in a hope that the negotiation going

on the subject would be soon brought to a conclusion, so that he might be able to submit it to the consideration of Parliament early next session, and to obtain their sanction for the alterations it might propose. He could not, however, entertain such a hope for the present session."

CHINA AFFAIRS.—Mr. Gladstone's Charges.—The resolution, voting £173,442 for the expenses of the expedition to China, called up Mr. Gladstone, who could not allow the present opportunity to pass without entering his protest against the expedition to China. He was not about to enter into the general question, whether a warlike expedition ought or ought not, under all the circumstances of the case, to be sent against China. He would leave to Her Majesty's Ministers the responsibility of the expedition.

Sir John Hobhouse characterised the speech of the hon. gentleman (Mr. Gladstone) as only a repetition of the China debate. The right hon. Baronet proceeded to considerable length, and with much ability, to correct the statements and refute the arguments of the hon. gentleman.

Lord Sandon contended that the hon. member for Newark had not been met on any of his arguments.

Lord Palmerston vindicated the Government with an able and eloquent speech.

In the House of Commons, July 29.
Mr. Labouchere, in answer to enquiries from Sir R. Peel, said that the question regarding the re-arrangements of the duties on coffee would be abandoned for the present session, owing to the difficulties attending the attempt.

The Chancellor of the Exchequer, in a subsequent part of the evening, withdrew the Customs Bill, adding that he did not intend to bring in any other bill in its stead.

NEW DECK-LOAD LAW.

An Act for preventing Ships clearing out from a British North American Port loading any part of their cargo of Timber upon Deck.

23d July, 1840.

WHEREAS great loss of life and severe sufferings have been occasioned amongst the Crews of Ships and Vessels laden with Timber and Wood Goods of having a portion of the Cargo of such Ships stowed on or above Deck:—Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lord's Spiritual and Temporal, and Commons, in the present Parliament assembled, and by the authority of the same, that it shall not be lawful for any part of the Cargo of any Ship or Vessel wholly or in part laden with Timber or Wood Goods, and clearing from any British Port in North America, or the Settlement of Honduras, for any Port in the United Kingdom, between the first day of September, and the first day of May in each year, to be stowed, or placed, during any part of the voyage, upon or above the Deck of such Ship or Vessel; and the Captain or Master of every Ship or Vessel so laden, and clearing from any British Port in North America, or the Settlement of Honduras, for any Port in the United Kingdom, between the said first day of September, and the first day of May in each year, shall not be permitted to sail without first procuring a certificate from the Clearing Officer that all the Cargo is below Deck.

II. And be it enacted, that if any Captain, Owner, Supercargo, or other person having command of any such Ship or Vessel shall so place, or cause or permit to be so placed, any part of the Cargo, every such Captain, Owner or Supercargo, or other person so offending, shall for every such offence forfeit and pay any sum not exceeding One Hundred Pounds, to be recovered before any Justice of Peace, or in any Court of Record in the United Kingdom, or in any of Her Majesty's Possessions abroad where the offender may be. Provided always, that nothing herein contained shall extend to prevent the carrying upon Deck the necessary Stores Spars for the Vessel's use, or the removal of Deck of a portion of the Cargo of such Ship or Vessel, in cases where the same may be rendered necessary by the springing leak, or other damage during the voyage; nor to any Ship which may have cleared out from any Port in British North America, or the Settlement of Honduras, before the first day of September, or within seven days after notice of this Act shall have been received at the Custom House of the respective Ports.

III. And be it enacted, that this Act shall continue in force until the first day of May, one thousand eight hundred and forty-two.

IV. And be it enacted, that this Act may be amended or repealed by any Act to be passed during the present Session of Parliament.

Lord Ebrington has put down by proclamation the tee-total processions in Ireland, it having been found that these temperance meetings had resolved themselves into vast political associations.

The Princess Augusta.—The following is the bulletin of this day. The Princess Augusta continues better.

Lieut-General Sir Edward Paget died on Sunday afternoon, about two o'clock, after an illness of a few days, in Grosvenor Street. Sir Edward was the brother of the Marquis of Anglesey, and was in his sixty-fifth year.

The Right Hon. Stephen Woulfe, Chief Baron of the Exchequer in Ireland, died at Baden-Baden on the 2d July. His Lordship was one of the first Roman Catholics promoted to that high station.

GRAND LODGE OF SCOTLAND.—On Wednesday afternoon the Grand Lodge of Scotland assembled for the purpose of addressing her Majesty upon her recent providential escape from the treasonable attempt upon her Majesty's life, the Right Hon. the Lord Provost Grand Master Mason in the chair. On proposing the address his lordship stated, that while all classes were vying with each other in expressing the sentiments of loyalty and esteem upon the present occasion, he was sure the freemasons of Scotland, whose bond

was that of brotherly love to all men, would not be behind in showing their attachment to our beloved Sovereign, especially at a time which loudly called for the sympathy of all her subjects, and their gratitude to Providence for saving her Majesty from the hands of an assassin. He had therefore lost no time in calling the brethren together, to submit the propriety of forwarding the address, which was unanimously agreed to, and was directed to be forwarded to the Earl of Dalhousie, past grand master mason, for presentation. Thanks were voted to his lordship for thus anticipating the wishes of the brethren, by affording them an opportunity of expressing their regard and devotion to our youthful Queen.

COMMUNICATION.

For the Standard.

To His Excellency the Honourable C. P. Durosson, Governor General of British North America.

May it please your Excellency.

Although there happily prevails in this Province, a general satisfaction with the management of public affairs, and an unusual harmony among the different branches of the Government, there are yet among us a few malignant spirits, who disappointed in their expectations, and defeated in their desperate attempts to maintain a system of government in opposition to the known wishes of the people, do now continually employ themselves in dealing falsehood and slander around the land, and thereby endeavouring to stir up all manner of discord and strife in the Colony. The channel through which these wicked men spread abroad their productions, is a weekly newspaper called the "*Chronicle*," published in the City of Saint John; but it being well understood that these malevolent articles have no other effect than to gratify a certain class of readers, they are generally allowed to pass unnoticed.

In your Excellency's reply to the address from the Town of Halifax, an allusion was made to the Road system, which the "*Chronicle*," has eagerly seized as a subject for a series of letters to your Excellency, the first of which, to the signature of "a New Brunswick Freeholder," has just been published. The character of this article differs in no respect from the productions which usually appear in that odious print; and it is only worthy of notice, as being connected with the aforesaid allusion so made by your Excellency.

The "*Freeholder*," represents the "*abominable system*" complained of in Nova Scotia, as prevailing here to a more abominable extent, and proposes to bring the fact under your particular notice. He shews, that in our House of Assembly a committee of one member from each County is appointed to consider what sum is necessary for the improvement of the Bye Roads—that this committee, taking into consideration the state of the finances, and the relative condition of the Roads in the several Counties, report the necessary sum with the apportionment thereof, for the adoption of the House. This part of the system is certainly judicious. The sums thus apportioned are then handed over to the members of the respective Counties for distribution. This is represented by the "*Freeholder*" as the most abominable part of all; these members being, as he says, unwise, unfit, indigent, mercenary, and rapacious; but your Excellency is perfectly aware that the gentlemen so traduced were freely elected by a constituency as loyal, intelligent, and independent, as any in the Empire, and are in fact the very men by whose wise and patriotic exertions the Province has been raised to a state of unexampled prosperity—besides it is impossible that the money can be distributed by the House in any other way the local state of the respective Counties being only known to the individual members of such Counties; and your Excellency may rest assured, that the judicious and impartial distribution of the Bye Road monies is a part of the public service to which the respective constituencies pay particular and marked attention. And here it will be proper to inform your Excellency, that great pains are generally taken by the members during the recess, to ascertain the state of the Bye Roads, and the people in the several Parishes, and particularly the Parochial Commissioners of Highways, appointed by the Court of General Sessions, annually send up lists and Petitions during the Legislative Session, recommending such Bye Roads for Provincial aid as they deem most important, pointing out the particular portions of the same where the Statute Labour is insufficient to make the necessary improvements and repairs. These papers are all carefully examined and compared by the county members at the time of making the distribution, and in fact this part of the system, so far from being abominable, being thus "*in accordance with the known wishes of the people*," agrees exactly with a most important principle of your Excellency's administration. If this important service is not to be performed by the representatives of the people, who and what are they who shall constitutionally perform it? The money belongs to the people—the members of Assembly are the servants of the people, and are anxious to act in accordance with the wishes and instructions of the people!

The "*Freeholder*" affirms that the Assembly have usurped the power of recommending Commissioners, and that great corruption attends the practice. These are as base falsehoods as his letter contains! The truth is, the Executive Government requires the members to make the recommendations. Various expedients were formerly devised for the appointment of Commissioners, but experience has proved that the present mode is by far the most efficient, and gives the greatest satisfaction. At one time the Justices in their General Sessions were required to forward lists, but the Courts sitting at different periods of time caused such confusion and irregularity, that the season for Road work was far gone in

some Counties before the commissioners were named. This method was abandoned, and a few individuals in each County, known at Fredericton, were appointed, most of whom were Supervisors of Great Roads, Deputy Treasurers, and other Government Officers. Each person had charge of a great number of small grants in each County, and the result was, their utter inability to attend the inspection of the numerous contracts in progress at the same time. The Executive Government then adopted the present mode, and the assertion that the Assembly arrogated to themselves powers and advantages at variance with the Constitution is a base falsehood!

The persons named as Commissioners are generally resident near the places where the respective sums are to be expended, and are almost invariably such as have been for years acting as Parochial Road Officers, by appointment of the Justices of the Peace, and are therefore the best Road makers in the country. They attend personally to the sales at auction by law required—make the contracts direct and inspect the work as it is in progress—measure, receive, and pay for the same when finished—charge the Province with all sums paid to the contractors—credit all monies received from the Treasury—report the manner of the Sales and the condition of the Roads—take receipts as vouchers for the several payments—to which set of documents is attached the certificate of a Magistrate, that such commissioner personally appeared before him and made oath, that the "accounts and statements are just and true." These documents are forwarded to the Secretary's office for the inspection of the General Assembly, and for the whole of this service the commissioner receives five per cent, although the "*Freeholder*," true to the lying spirit of his letter, maintains that he receives TEN. The auditing of these accounts is a task of considerable magnitude, owing to the great number of small sums; but taking them separately the audit of each is a matter so plain, that a mistake is hardly possible. The Road proceedings are regulated by law, & the accounts must be such as the law requires, otherwise, they are invariably reported "*unsatisfactory*," and referred to the whole House for further proceedings, as the individual cases demand. By the laws of this Province, the inhabitants labour annually on the Bye Roads, in districts of a convenient extent. In a district where the population is dense, there is plenty of labour to keep the Road in repair, where the population is scattering, or where a road passes from one settlement to another through the wilderness, a grant of money is necessary to put such part in a condition to correspond with the rest of the line of communication. The constituencies of the several counties, with their representatives, are therefore the only persons who know where such grants are wanted, and who are the most suitable individuals to direct and superintend the improvements.

Your Excellency's visit to this Province has been in the highest degree gratifying to the whole of the population, except the small disaffected party who figure so furiously in the "*Chronicle*." You have found the affairs of New Brunswick so able and so satisfactorily conducted, under the direction of our highly gifted Lieutenant Governor, that you have deemed it unnecessary to alter them in the smallest degree; on the contrary you have repeatedly expressed your high satisfaction in being an eye-witness of the harmony which prevails throughout the colony, and among all branches of the Government, and whatever similarity may be found to exist between our Road System and that of Nova Scotia, such a false and malicious production as that of the "*Freeholder*," can have no force whatever in the estimation of Your Excellency.

I am with the greatest respect,
Your Excellency's,
Most Obedient Servant,
ANTHONY CLODPOLE.
20th Aug. 1840.
For the Standard.

MR. EDITOR.—The grand undertaking and accomplishment of the Royal Steam Packets from Halifax to Great Britain is deserving of the highest praise to that noble and great minded man the Hon. SAMUEL CUNARD. He has done more for his country than any other man has done, and may God prosper all his ways. I consider some public testimonial should be got up throughout the British Provinces, as a mark of respect, and which will bear his name to posterity. The best Government in the world, Old England's, should not be overlooked in our grateful thanks, for her liberality in the endowment of money to aid in this magnificent undertaking. And to-day we witness another boon, the reduction of postage on letters. It is but a short time since a single letter to this Port by mail cost 2s. 4d. and the last mail brought us a single letter from Great Britain via Halifax for 5d., but what a multitude of proofs have we of the fostering care over us, of our noble Government. Can there be a British Colonist that is not Loyal and grateful to England for all her indulgences—my own heart overflows with gratitude.

There are matters connected with the transmission of the Mail from Halifax to St. Andrews, which I trust may soon be remedied. In both instances of the arrival of the Britannia and Acadia Steamers, at Halifax, we have received the news of their arrivals via Boston, before it reached us from Halifax. Now the distance from Boston to Halifax is 500 miles from Boston to Saint Andrews 350, and the distance from Halifax to Saint Andrews is only about 200 miles. I trust the Chamber of Commerce at Saint Andrews and Saint John, will take this serious inconvenience into consideration and represent it to the proper quarter for correction.

Yours, &c.,
A SUBSCRIBER.

Aug. 26th, 1840.

Fredericton, Aug. 22.

On Wednesday this place was visited with a severe thunder storm, which continued for some time. The rain fell copiously and there was some hail. We understand the lightning struck in several places, but without doing so far as we can learn any material damage.—*Sentinel*.

THE STANDARD.

SAINT ANDREWS, FRIDAY, AUG. 23, 1840.

Charlotte County Bank.
Hon. HARRIS HATCH, President.
Director next week—Hon. T. WYER.
DISCOUNT DAY—TUESDAY.
Hours of business, from 10 to 2.
BILLS and NOTES for Discount must be lodged with the Cashier, on or before Monday, otherwise they must lie over until next week.

Stims and Black House.
Commissioner next week—Thomas Turner.

Saint Stephens Bank.
WILLIAM PORTER, Esq., President.
Director next week—G. D. KING.
BILLS and NOTES for Discount must be lodged with the Cashier, on or before Friday, otherwise they must remain in his hands until the following discount day.

LATEST DATES.

LONDON, ... Aug. 3 | MONTREAL, ... Aug. 23
LIVERPOOL, ... Aug. 4 | QUEBEC, ... Aug. 24
EDINBURGH, ... July 28 | HALIFAX, ... Aug. 23
PARIS, ... July 29 | NEW YORK, ... Aug. 23
TORONTO, ... Aug. 16 | BOSTON, ... Aug. 24

We continue our extracts to-day from papers by the Acadia.

The Steam Ship *President* arrived at New York, on Monday the 17th inst. in 17 days from Liverpool, with 44 passengers—her letters reached the N. Y. Post Office only 4 hours before the Acadia's, which however were 4 days later.

NEW DECK-LOAD LAW.—A copy of the Act passed during the present Session of Parliament, restricting vessels carrying Deck-loads has been received by the Collector of H. M. Customs, in Saint John, and will be found in our columns to-day.

SIGNOR BLITZ.—A Correspondent in St. John writes us that Signor Blitz (who is about to visit this County, and whose advertisement will be found in this number) is truly a dexterous thaumaturgist. Independently of the eye-glancing clarity and precision with which he surprises his audience and heightens their enjoyments by the very consciousness of their being unable to comprehend the deception, Sign. Blitz possesses the wonderful & happy tact of amusing them by witty and always good humored observations, arising out of the incidents of the moment. He is thoroughly qualified to keep the interest and attention of spectators on the stretch during the whole time of his performances. Many are of opinion that his powers of Venetianquin stand unrivalled, and he has the merit of being the first to pronounce it an acquirable art, which he maintains on scientific principles. The astonishing feat of his sustaining a dance with the plates in perfect time to various measures of music, is a striking instance of what can be accomplished by the ingenuity of man. In fine, we are well assured that Signor Blitz is the Grand Signior of Scientific dexterity.

We have much pleasure in copying the following interesting article from the Saint John Courier. The thanks of the Province at large are due to that indefatigable intelligent, and talented body, the Chamber of Commerce of that City, for their untiring exertions in endeavouring to promote the interests of New Brunswick.

From the Saint John Courier, of August 22.

It is pleasing to observe that the various useless checks which have fettered, in a greater or less degree, the energies of the Province are one after another yielding to the more enlarged views which begin to prevail.—"The Bill to amend the Laws relating to Customs," introduced into Parliament on the 17th July, provides, at clause 20, that "Tea by former Acts prohibited to be imported into the British Possessions in North America, except from the United Kingdom, or from some British Possession in America, &c. &c., will soon be allowed to be imported into these Colonies from Asia, Africa, or America, on payment of ten per cent. duty—and that, by clause 21, the old duty of £7 sterling per ton on Wines imported from Madeira, and 10s. per ton of Port, Spanish, or other Wines, (except French,) will be repealed.

A letter from Sir GEORGE GREY, dated 29th June, 1837, stated, that, "in the present state of public affairs, Lord GLENELG apprehends that it will not be found practicable to pass, during this Session of Parliament, an Act in amendment of the Laws of Customs, but that during the approaching recess, the attention of Her Majesty's Government will be given to the suggestions of the Chamber of Commerce of New Brunswick, for the amendment of the Law relating to the Duties on Wines."—We rejoice to find that this duty will die off, and shall be still more so, when the fostering care of our Legislature, so perseveringly exerted in favor of the growth and protection of the now large contraband trade in low priced Wines, shall yield to a recognition of the first principles of trade, & to a regard for the Public Revenue, by the duties being reduced to 15 or 25 per cent., in place of 150 or 200 per cent. ad valorem.

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United States—the more station, joined respect to Fl at length re she has for plying of p in the more the western p we believe, rely on Moos.

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