

EUROPEAN NEWS.

Her Majesty, through Lord Belhaven, Chief Commissioner to the general Assembly of Scotland, has presented the munificent royal donation of £2,000 for the propagation of the Gospel in the Highlands.

We have reason to believe that the present moment a vast number of counterfeit Bank of England notes are in circulation in this district of the Kingdom, and the traffic in base coin appears also to be carried on to an equally serious extent.—*Advertiser*.

We hear with deep regret that the Earl of Durham has had a relapse, and is now quite unable to attend his place in the House of Lords. The noble Earl has not quitted his house for the last three weeks. His physicians have recommended his taking the waters of Carlsbad, and if able to travel, he will go off with Lady Durham and his family in about a week.—*Morning Chron.*

Her Majesty and Prince Albert have presented a handsome piece of plate to Viscount Melbourne. It forms a centre for the table, and bears the following inscription:—Presented by Viscount Melbourne, as a token of regard, by Victoria R. and Albert.

Lord Durham has gone to Germany. The question of the celibacy of the Fellows of the University of Dublin has been finally settled by the Queen. A Royal patent has arrived, creating ten new Fellowships, and entirely removing the restrictions upon marriage.

The voice of Brougham has been again heard in the House of Lords. Only a few sentences were uttered—it gave rebuke of the Opium War.

Liverpool, May 23.

Great Arrival of Vessels at Liverpool.—Owing to a change of wind on Saturday last, there were 65 arrivals at Liverpool, from foreign parts, principally vessels of large burden and with valuable cargoes, viz.—1 from China, 27 from the U. S. (21 with cotton, 5 with flour and 1 with tea), 6 from the W. Indies and adjacent parts, 2 from Africa, 10 from the Mediterranean, 3 from Spain, 5 from Portugal, 6 from the Baltic, also 24 from Ireland, and 23 coastwise.

Total 107 vessels.
Fires in Germany.—The town of Bapa, one of the most flourishing of the Rhine, situated upon the Danube, was almost destroyed by fire on the 1st of May. Bapa was one of those places whose rapid growth testified the rapidly increasing prosperity of Lower Hungary. It counted 16,000 inhabitants, and 2000 houses, of which 17,000 are consumed. The number of fires is very remarkable, and it is probably occasioned by the dryness of the shingle roofs which are so common in Germany, and which warping in the sun's heat, catch the flying sparks with ease. Thus the town of Indenburg in Styria Pforzheim in the Grand Duchy of Baden, Kronau, have within a few days been destroyed by fire.

Death of Six Hundred Slaves by Suffocation.—The Cape of Good Hope Shipping list, just received, contains the following dreadful account of the loss of 700 slaves, and subsequent wreck of the slave.

The last accounts from the Mozambique state that two slaves, one a ship and the other a brig were wrecked in Mozambique Harbour during a hurricane from the south-east, but the crews of both and 200 slaves on board the brig were saved. The ship had arrived the preceding day, and had not taken in slaves. It was commanded by a Spaniard; that she originally had on board nine hundred slaves, but during a hurricane the hatches were battered down, and on opening them after the hurricane had subsided, it was discovered that 300 of the slaves had died from suffocation & want of food. The tale re-commencing, the hatches were battered down a second time, the consequence of which was an additional 300 slaves perished from the same causes, and 100 of the remaining 300 slaves died on the passage to Mozambique harbour, whither she repaired for the purpose of getting a further supply.

Deck Load Law.—In the House of Commons on the 28th May, Mr. Palmer moved for leave to renew the act prohibiting ships from loading timber on deck from our North American colonies. The act would have expired at the end of the present session, and the object is to extend the experiment for other two years, with some amendments. The proposed amendments consist of more accurate definitions, so as to prevent evasion, and avoid the disputes which have in some instances arisen on the construction of the clauses.

The bona fide intent of the measure is to diminish the risk of the shipwreck by too much top weight, and it is ridiculous to allow evasions under the plea that dead ends and staves, &c. are not timber. Such evasions will be provided against in future.—*Shipping Gaz.*
Larrassee of the British Navy.—Orders have been recently issued to the commissioners of the various royal dock-yards for the building of nine ships of war and six war steamers, the operations on which are to be immediately commenced, and to be completed as soon as possible: they are as follows.—A 90 gun ship to be called Albert, and a steamer of 800 tons burden, are to be built at Portsmouth; at Plymouth dock-yard, the Exmouth, 90 guns, Niobe, 26 gun, and the Amethyst, 26 guns; at Woolwich, the Hannibal, 90 guns, and the Derivation, a war steamer; at Chatham, the Irresistible, 90 guns, and the Grocer; at the Pembroke dock-yard, the Lion, 80 guns, and the Vixen and Greyer, steamers; and at Sheerness, the Daring, 10 guns, and the Styx, war steamer.

UNITED STATES.

Court Etiquette.—M. de Sercey, the French Ambassador to Persia, is said to have broken through the established usage of Christians taking off their boots and shoes before entering into the presence of any high Persian dignitary.

He was requested to do this on his presentation to the Prince Quarrain Mirza, but he replied that the Persian Ambassador, while in Paris had been allowed to enter the royal presence with his cap on his head, contrary to the custom at the Court of France, and that, therefore, he should claim a similar liberty in Persia, of not taking off his boots. The ambassador and suite were thereupon admitted to the presence of the prince in boots and spurs.—*N. Y. Jour. Com.*

IMPORTANT.—NORTH-EASTERN BOUNDARY.—THE BRITISH PROPOSITION.—We learn that despatches have arrived in the Great Western, to the British Minister at Washington, with the views of the British government on the Boundary Question—and that these views correspond with the following, taken from an article in a late Westminster Review, written by the Hon. Charles Buller, M. P., formerly Secretary to Lord Durham, in Canada.

We will now recapitulate the conclusions to which the preceding reasonings have brought us.

The boundary lines of the treaty of 1783 were not new lines, but the old acknowledged though unascertained lines assigned by the proclamation of 1763, the act of 1774, and the various commissions of the governors of the two provinces of Quebec and Nova Scotia.

The only significant difference between the terms in which the boundaries are described in the preceding documents, and those which are used in this treaty, is that of the substitution of "Atlantic Ocean" for "sea." As the term "Atlantic Ocean" is always in the treaty and in the commissions of the governors used in a restricted sense—never as comprehending the Bay of Fundy and the Gulf of St. Lawrence, but frequently in contradistinction to them—the deliberate substitution of it for the more general term "the sea," must lead to the inference that that change of this single term was meant to mark that the water courses divided by the highlands, were those which we have called the St. Lawrence and Atlantic basins.

But these basins are separated during the greater part of their extent, not by a single ridge or crest of land, but by an immense extent of elevated country containing portions of two other great basins of rivers emptying themselves in directions not mentioned in the definitions of boundary.

The line running due north from the river St. Croix, in its course towards the St. Lawrence basin, passes over two dividing ridges. The one of these divides the Bay of Fundy basin from the Gulf basin; the other divides the Gulf basin from the St. Lawrence basin; but neither divides the St. Lawrence basin from the Atlantic basin. The due north line, therefore, does not in its course meet any single ridge corresponding with the description given in the treaty.

The dividing highlands of the treaty along which the lines must run, cannot, therefore, be a single ridge or height of land, but must be the whole highland country extending over the disputed territory, and through which both lines must run.

The mere mention of an extent of country so large, offers no means of determining the course of a line drawn "along it," or the termination of one drawn "to it." The treaty, therefore, is not sufficiently explicit. The lines must intersect one another at some point in the highlands, but the description does not sufficiently explain where.

It appears that the line "along the highlands" was described in the demarcation of the boundaries of the province of Quebec, as a line connecting the head of the Connecticut river with the head of the Bay of Chaleur.

The extremes of the line are thus known, but the mode of drawing it is entirely unexplained. An infinite number of such lines corresponding with the description given in the treaty may be drawn.

The simplest expedient for supplying the deficiency in the description is to draw a straight line from one point to the other, or to draw one as straight as the sinuosities of the narrow portion of the highlands, from the head of the Connecticut river to the point C will permit.

Such a line will correspond with the terms of the treaty.

It will give a boundary line between the provinces of Quebec and Nova Scotia, almost precisely corresponding with that which has been recognised by those two provinces, in their relations with each other, and by the maps drawn from the period the formation of the former of these in 1763.

It will place the north-west angle of Nova Scotia just where common opinion and practice have always placed it since Canada became a British province.

NEWLY DISCOVERED ISLAND.—The Evening Signal contains the following letter from an American Naval Officer, dated—

U. S. S. ENTERPRISE,)
Pernambuco, May 6, 1840.

MY DEAR SIR, I have the pleasure to communicate to you the intelligence of the discovery of a new Island or Continent, as it is called, in the Southern Ocean, by the French Exploring Ships Astrolabe and Zetie. This information was brought here by the English barque Calcutta, from Van Diemen's land; on board of which were some specimens of granite rock, and also a chart of the coast. The land has been called Adie, and is laid down from the long 139 deg. 30 m. east of Paris to 188 deg. 30 m.; and latitude from 65 deg. to 67 deg. south. It is reported that the land is completely protected by an icy barrier extending many miles into the sea. As this will no doubt be the first information received in the United States, I take much pleasure in conveying it to you.

Your friend and humble serv't,
J. A. WINSLOW.

No doubt in honor of the French Queen.

In the criminal court at Washington, on

Wednesday, the Hon. Kenneth Rayner was fined \$50 for an assault and battery on the Hon. W. Montgomery in the Capitol.

STEAM GUN.—The New York Commercial Advertiser states that Perkins Patent Steam Gun, and all the apparatus belonging to it, are about to be publicly exhibited in that city.—The Advertiser says—

It discharges with perfect ease sixty balls in a minute, and with such force, that in striking against an iron plate at the distance above mentioned, the ball is flattened to little more than the thickness of a wafer. The gun and generator now exhibiting are the production of Mr. A. M. Perkins, of London, who has invented an entirely new method of generating steam, which has been successfully applied to steam engines, and is at once so simple, safe and economical, as to leave little doubt that with its aid the steam gun will ere long rank among the first instruments of warfare. We understand that this gun does not differ from that constructed by Mr. Jacob Perkins, the father of Mr. A. M. Perkins, of London, who has invented an entirely new method of generating steam, which has been successfully applied to steam engines, and is at once so simple, safe and economical, as to leave little doubt that with its aid the steam gun will ere long rank among the first instruments of warfare.

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but are in a fair way of recovery—the others were hurt slightly.—*Herald.*

Halifax Races.—On Tuesday next, we shall have the Halifax Races, with all their feasting and pleasure, fun and frolic; they will commence on Tuesday, and continue till Thursday afternoon. Horses are training, whose speed, it is said surpasses all those that have previously run on the Halifax course.—Bontang, from St. John, arrived by the Western coach on Tuesday. We hope he will not come "Sleepy David" over the knowing ones.—*Acadian Recorder.*

Pictou, June 16.—The barque Osprey, Capt. Kirk, 35 days from Thurso, arrived this evening with 150 Highland Emigrants, all in good health. After landing 60 of them here, the ship proceeds to Quebec with the remainder.—*Observer.*

St. John, June 25.

English Shillings.—Many persons engaged in trade in this city, have come to the determination of receiving the English shilling at one shilling and three pence currency, and the aliquot parts at the same rate. This removing one cause of complaint on the part of our friends in Nova Scotia, in reference to the difference of currency between themselves and us.—*Gazette.*

The U. S. ship Preble, Capt. Breeze, arrived at this port from Halifax, last Tuesday; the Halifax Recorder says that this ship is to be employed for the season on the coast of Labrador, for the purpose of protecting and restraining the American fishermen. It will be recollected that this is the same vessel that humbly assisted one of our merchant ships, when in distress at sea; we feel pleasure in alluding to a fact of this nature. A salute was fired yesterday by the Preble, which was returned from the Artillery park in Lower Cove. We regret to learn that two men were considerably injured whilst returning the salute, in consequence of the vent not having been well served, the charge exploding whilst it was being rammed home.—*Id.*

Head Quarters, Fredericton, June 22, 1840.

MILITIA GENERAL ORDERS.

Lieut. Col. D. Mowatt, of the 4th Battalion Charlotte County Militia, having expressed a desire to retire from the Service, His Excellency, in consideration of his long and useful services, has been pleased to allow Lieutenant Col. Mowatt, to retire from the Militia with his present rank.

GEO. SHORE, A. G. M.

For the Standard.

A brief history of the rise and fall of Chartistism in England, taken from authentic documents, and principally from the last number of the Dublin Review.

As it must be very interesting to your readers, as British descendants, to be acquainted with the origin, progress, and final suppression of the late Chartist movement in the Mother Country, a movement which, however legitimate had been its primary propelling causes, had all but ended, in one of these fearful national convulsions, which not only jeopardize existing interests, even the dearest, but give to countries new constitutions; we have great pleasure in being able to lay before them such facts and information collected from the most unquestionable sources, as will satisfactorily illustrate all the proceedings, connected with that important, and as was apprehended, awful movement. Though we do not mean to give the public the inferences we have drawn, and the conclusions which have forced themselves on our minds, from the consideration of the circumstances connected with these proceedings—our object for the present being, to give a plain and simple statement of facts; still, it will be seen from the sequel, that the origin of those national calamities produced from Chartistism, sprung from a dissembler almost merely local, and which, if not altogether healed, might be prevented from spreading so sorely and extensively, had the state physician, the legislature, given it seasonably due consideration.

The mining districts of Monmouthshire, the theatre on which this tragic scene was first exhibited and to which if not altogether confined has there ended, comprehends five or six adjacent and nearly parallel valleys, separated from each other by mountains of considerable elevation. Each valley takes its name from some mountain stream, beginning at the head and running along the centre of the valley, to its termination. There, or shortly after, the mountain stream finds egress into one of two or three small rivers, which again discharge themselves into the river Usk, near to the general seaport town of Newport. The valleys commence at a distance from Newport, somewhat varying from twenty to twenty-six miles. Their streams receive, in their course downward, various lateral contributions from minor brooks, and the water power near the head of the main or at the confluence of the latter stream, generally affords what is locally called a "situation" for an iron work. Each iron work gives employment to a large population, and creation to a town more or less considerable in proportion to the extent of the work.

At each of these iron works there are employed from 1000 to 6000 persons, and from the calculation we have made, we can safely state, that not less than 12,000 persons get constant employment on the whole premises; the iron trade of Monmouthshire is, comparatively speaking, of modern origin. Most of the works are new, and as they are situated in a wild and uncultivated district, it is obvious, that the mining population must be, and in fact it is of an adventitious and heterogeneous character. It is collected casually, and in proportion to the fluctuating demand for labour. It is also ascertained, that when a labourer is hired, no enquiry is made into his previous moral character or habit. He is to be paid by the piece or job, and physical ability to perform his work, is all that is needed. Accordingly, persons from all the mining

districts of the island are to be found in these works. A considerable portion are from Staffordshire, Shropshire, and the more northern counties, and Scotland. One-sixth of the whole are supposed to be Irish, and the residue foreigners. In a population thus collected, it is probable there must be (and some other particulars just now to be related will confirm the opinion) an infusion of desperate or doubtful characters; as the works afford convenient refuge against pursuit and detection. The mining operations blacken and disguise the countenance, and the levels and under ground recesses furnish means of concealment and escape. Here, as in all other places through the country, where important public works are carried on, the persons employed earn respectable wages, and often far beyond the necessary demands of their families. They are not tempted therefore to theft and dishonesty, but unfortunately for themselves, and the peace of the neighbourhood, the location is studded with beer and grog shops, where they periodically rendezvous, and withal spend the surplus of their earnings; could it be a subject of much surprise, then, supposing the ordinary means of preserving peace and enforcing good order existed in those remote places, only in their ordinary proportion, that they should hold out temptation of the most exciting character to the political incendiary and public disturber. But there are in fact no such means, at least proportionate to the nature and circumstances of the place. First, there is none of the moral influence afforded by the residence of a country gentleman, where, in an agricultural district, his poorer neighbours, as their forefathers have done for ages, look up to him for example and protection. No country gentleman is to be found in this mountainous and ungenial region. At each iron work, it is true, there is generally resident one proprietor or director, for the most part they are gentlemen of respectability, but the terms and spirit of the contract, preclude the existence of sympathy between the master and the man. These circumstances undoubtedly add much to the moral disadvantages of a district so situated. And yet it is certain, that at one of the most populous locations where there are employed no less than 6000 individuals, there is not one resident magistrate; and the only conservators of the peace there, are some three or four parish constables. Such is the condition of the district which the ill fated but now very celebrated John Frost chose for the scene of the agitation which so recently disturbed, it not convulsed and endangered the institutions of Great Britain.

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