

## SUMMARY.

**First Parliament of New Zealand.**—By the arrival of the Japan, South Sea-man, from the Bay of Islands, we have an account of an interesting transaction which occurred at that place in March last, namely, the adoption of a national flag by the New Zealand chiefs. It appears that several large vessels had been built in that country by the enterprise of British subjects, which had been seized by the custom-house officers on their arrival at Sydney, having been, though owned by subjects of Great Britain, neither built in a British possession, nor in a country where a recognised government existed, from whose flag they might have claimed protection.

Under those circumstances Mr. Busby, the gentleman whose eminent abilities and distinguished character have recommended him to the situation of British Resident at New Zealand, has suggested to the Government of New South Wales the expediency of persuading the chiefs of New Zealand to adopt a flag which should be represented as the flag of an independent nation, and under the protection of which, ships built at New Zealand might trade to the British possessions; and General Bourke, the present governor of New South Wales, having coincided in these views, has taken the opportunity of his Majesty's ship *Alligator*, proceeding to New Zealand, to forward to the British Resident three flags, from which the chiefs might select a flag for their country.

The chiefs accordingly assembled to the number of between twenty and thirty, with a large body of followers; and what we believe may be called the first New Zealand Parliament, was held under a large awning formed by sails from His Majesty's ship *Alligator*, near the house in progress of erection for the British Resident. The three flags have been exhibited, Mr. Busby addressed the chiefs on the nature and importance of the business for which they were assembled, and recommended each chief to give his vote freely for the flag which he preferred; a commendation which they fully acted up to, as the flag finally chosen was only carried by a majority of two votes.

On being hoisted as the flag of New Zealand, it was saluted by the frigate with twenty-one guns.

At the time of this occurrence eleven British and three American ships were at the Bay of Islands, and it will surprise most of our readers to learn, that from fifty to sixty persons of respectability, and all, with two or three exceptions, British subjects, were assembled to witness the ceremony. This party, which consisted of the officers of the *Alligator*, the commanders of the ships in the harbour, missionaries, and respectable settlers, sat down after the conclusion of the ceremony to an entertainment which was served up in one of the rooms of the Resident's house, finished off for the occasion by the aid of the flags of the ship of war. The chiefs and their followers were entertained in a different fashion, being abundantly supplied with a mess of boiled flour and sugar, with which they appeared better pleased than they probably might have been if all the science of M. Ude himself had been put in requisition for the gratification of their palates.

**MID-LOTHIAN YEOMANRY.**—Yesterday forenoon this efficient corps of yeomanry was reviewed on Portobello Sands, by Major Wyndham of the Scots Greys. The regiment executed a variety of evolutions with surprising accuracy and readiness, considering the short time allowed them for training and exercise. We understand Major Wyndham expressed himself highly satisfied with their state of discipline, and with their appearance in general. The day was exceedingly fine, which drew a vast number of spectators of all ranks to the Sands. The troop races take place to-day, on Muselburgh course, and we understand they are to be followed by, or interspersed with, several matches between officers of the Scots Greys, riding their own horses.

**ARE YOU A PEER?**—A learned professor in a Scotch university lately paid a visit to the metropolis, for the purpose of paying a long promised visit to an old pupil, now in distinguished practice at the English bar. In the course of his walks in London, the excellent professor was seized with a desire to visit the House of Peers, but having entered it, he was stopped in the lobby by the door-keeper, who told him he could not be admitted without a peer's order. Startled, but no way discouraged, by this intelligence, the unassuming but not very ceremonious professor turned to the right about, and meeting an individual hastening along the lobby, as if

entitled to the *entree*, thus addressed him:—"Are you a peer, Sir?" "Yes, what of that?" "Why, I wish admittance to the house; but have been informed by the door-keeper I cannot be allowed to pass without a peer's order; will you give me one." The peer, eyeing him suspiciously, said, "I know nothing about you; but," thrusting his arm into the professor's most familiarly, said, "come along!" The professor's curiosity was now roused concerning the thin-looking peer to whom he was thus indebted; and on inquiring his title, was answered—the Duke of Wellington.—*Perth Courier*.

Mr. Stephenson, the celebrated engineer, says he will not be satisfied until the journey from Liverpool to London is made in two hours, being at the rate of a hundred and four miles an hour. He has already travelled forty.

**BRITISH AND FOREIGN SHIPPING.**—The Society for Lloyds Register for British and Foreign Shipping have now completed their first labours, and the book containing the amended registry of ships is in the press. The object of this Society is, to give an accurate description of the condition of the mercantile marine of the country. Ships, under the old system, were classed according to the ports at which they were built, which gave a very erroneous description of vessels. The object of this Society is, to encourage the building of good and substantial ships throughout the empire. The old Society has been in existence for about seventy years, and was appointed by the Committee at Lloyds: there was also, another Committee, which emanated from the ship-owners. These Societies produced two books, differing according to the peculiar views of the respective Committees. Now, these old Committees are united in the Society for Lloyd's Register for British and Foreign Shipping. Under the new system, one book only will be published. The members of the new Society consist of eight merchants, eight ship owners, and eight underwriters; the chairman of Lloyds and the chairman of the General Ship-owners' Society, having ex-officio a seat at the Board.—*Greenock Intelligencer*.

The antique canoe dug out of the earth at North Stoke, near Arundel, on one of the estates of the Earl of Egremont, has since been presented by the Noble Earl to his Majesty, and is to be deposited in the British Museum. This curious piece of antiquity is supposed to have been buried in the bowels of the earth for at least eighteen centuries. The canoe is 35 feet long, and four feet eight inches in breadth, and appears to have been constructed from one solid tree.

William Crawshaw, Esq. the wealthy iron master, who died a few days ago, has left behind him almost measureless wealth. His large iron works in Glamorgan, and Brecknock, are given to his second son. His funded property and other personals of great value, it is said, he has divided between his eldest and youngest sons, with the exception of £60,000 pounds in cash, and the house and grounds at Newington, where he died, worth about £20,000 more, bequeathed to his only unmarried daughter.

From the tables of the commerce of Russia with Asia in 1833, it appears that the value of the goods exported was nearly eighteen millions of rubles, and that of the goods imported from Asia about twenty three millions. The principal exports were corn, iron, copper, leather, manufactures of cotton work and silks, and furs, &c.; the imports were tea, prints, raw and spun cotton, furs, manufactures, &c.

**The French Arkwright.**—The French journals, each of them, dedicate an article to Jacquard, the French Arkwright, just dead. He was the inventor of the machine for weaving figured silks, which came so *a propos* to support the sinking industry of Lyons.—For the last century Lyons produced but plain silks, a kind in which Switzerland and England can successfully compete with, and undersell the French. But Jacquard's invention enabled Lyons to preserve the superiority in figured silks. "If Lyons," says a journal, has 32,000 looms, and if each loom does a third more than it did forty years ago—if Lyons preserves its superiority, and extends its trade, despite of Zurich and its new fabrics—despite of Crevelt—of Eberfeld—of Austria's doubling its silk manufactures—despite of Saxony and Russia, and of the 40,000 looms of England, it owes all this to Jacquard." Jacquard is just dead, a poor man, at the advanced age of 82 years.

A gentleman who employs a great many hands in a manufactory in the

west of England in order to encourage his work people in a due attendance at Church on a fast day, told them that if they went to church they would receive their wages for that day in the same manner as if they had been at work. Upon which a deputation was appointed to acquaint their employer that if he would pay them for *over* hours, they would attend likewise at the Methodist chapel in the evening.

Efforts had been made, without success, to weigh the Chameleon. The bodies of the crew had been found, and generally in a sadly mutilated state.

The cholera has again visited the North of England. In Liverpool and Manchester, many fatal cases have occurred, and in Stockport there have been several; but in none of the three towns has there been any thing like so much cause for alarm as existed two years ago.

Preparations are making in Edinburgh for the dinner to be given to Earl Grey on Monday the 15th. The list of stewards comprises the names of two hundred and seventy of the most distinguished persons, not alone in Edinburgh, but in Scotland, including nearly all the liberal Peers, many Members of the House of Commons, and the chief magistrates of the principal towns. It has been found difficult or impossible to procure a place of assembly sufficiently capacious to hold the company expected to be present—probably at least two thousand. The Parliament House would have held 1500 persons, by hard cramming; but objections have been raised to its being used on a party occasion. It was then suggested that the quadrangle in Heriot's Hospital might be covered over, and converted into a temporary dining-room. But this plan also has been abandoned, and it has been determined to erect a building on purpose, on the Calton Hill, in the playground behind the High School. It is to be one hundred feet square, and capable of containing two thousand patriots and feasters, with galleries for the ladies.

Lord William Bentinck is expected home by the next arrival from the East Indies.

Captain Ross has received the Order of St. Anne from the Emperor of the Russians.

It is said that His Majesty's Government intend bringing in a bill, early in the ensuing season, to place the steam vessels on the Thames under wholesome police regulations, to prevent them from being overcrowded, to limit their speed between Greenwich and London, and to appoint qualified persons as inspectors, in order to prevent any steam vessel from proceeding to sea with defective machinery.

The following notice was posted on Thursday at the Bank of England:—"The Governor and Company of the Bank of England give notice that on and after the 21st inst. they will be ready to receive applications for loans upon deposits of Bills of Exchange, Exchequer Bills, or East India Bonds, or other approved securities; such loans to be repaid on or before the 15th October next, with interest of 34 per cent. per annum, and to be for not less than £2,000 each.—Bank of England, Aug. 21.

**Overland journey to India.**—Among the modes of overland communication with India, one is to be noticed which has been some time set on foot under the direction of Mr. Robert Tod, a British Merchant established at Damascus, and who has also a house at Bagdad. He has organized a line of couriers from Damascus to Bagdad and Bussorah, aided by Colonel Taylor, the British resident at the latter place, and with the concurrence of the present authorities in Syria. A courier is despatched once every 20 days from Damascus, and performs the journey to Bussorah in from 16 to 23 days. Despatches are forwarded from Bussorah by the first vessel from Bombay.—There is a monthly communication between Constantinople and Aleppo by Government Tartars, who usually take up 15 days between these two cities. This route has the advantage over others of being less exposed to the uncertainties of the sea. The ordinary time required from London to Bussorah would be about 70 days in this way, thus—London to Constantinople, the post is 27 to 30; Constantinople to Aleppo, by the Tartar, 15 days; Aleppo to Damascus, 7 days; Damascus to Bagdad, 8 to 15 days; Bagdad to Bussorah, 7 days.—Total 74 days. Between Bussorah and Bombay there are communications more or less frequent, according to the monsoon. In cases where the expense was not regarded, the time might be curtailed nearly one half. An express goes from London to Constantinople in 16 to 18 days. A Tartar, well paid, will perform the journey from the latter city to Aleppo in six days.

**Curious Fact.**—When the detachment of the 27th regiment at Tulamore marched into that town a few weeks since, they found living near the barracks a man of the name of Motley, who had been discharged from the 27th or Enniskillen Infantry 67 years ago. He was present with the corps at the battle of Fontenoy in the year 1745, under the great Duke of Cumberland, and the veteran is now 109 years of age, his faculties still unimpaired, and able to relate all the

anecdotes of that memorable action with a lively interest and great clearness. He says that Lord Massey commanded his company in that battle.—*Irish paper*.

**Projected Rail Road.**—A new line of rail roads is projected from London to Norwich and Cambridge. The company intend to apply to parliament in the first instance, for an act to enable them to complete these two branches first, but it is ultimately intended that this railroad should unite the metropolis of England with Edinburgh and Glasgow, running through the heart of the country, and forming a perfect line of communication throughout a large portion of Great Britain. It is intended to divide this great work into sections at practicable distances. The first section will comprehend the lines already mentioned to Cambridge and Norwich, which may include a branch line to Colchester and Ipswich. The second section will extend in a straight line from Cambridge to York, communicating with all the great manufacturing towns in the north of England. The third section will extend from York to Carlisle, and the fourth from Carlisle to Edinburgh and Glasgow.

In almost every country of eastern Europe, in Poland, Russia, Hungary, Prussia, Silesia, Bohemia, Moravia, and even Austria, an unusual drought prevailed at the commencement of spring. Not a drop of rain fell during the month of May.

**Triumphs of Steam Navigation.**—As an example of the unprecedented economy and despatch of steam conveyance, we find that it is actually possible to leave London on Thursday in a Goole Yorkshire steam boat, pass through the Thames, coast the shores of six counties, land at our largest northern port, sojourn sufficiently long to visit every object of interest therein, and return on Sunday to dinner in London, all for ten shillings; comprising a sea voyage of six hundred miles, and a visit to Hull.

**Remarkable Robber.**—The Shrewsbury Chronicle says that an itinerant showman recently visited that town, with a ribbed faced baboon, which it is suspected has been trained by its owner to commit robberies in the houses in the night, by climbing up places inaccessible to men, and thereby gaining entrance through the bedroom windows. Last week a lady residing in that town, on retiring to bed, found the animal in her room, and it fought with so much fury when the husband came to her rescue, that he was glad to let it escape through the window. A gold watch was missed from the table, which it is supposed the animal had carried off. The following morning the owner of the baboon left the town with the burglar.

## ROYAL GAZETTE.

FREDERICTON, NOVEMBER 5th, 1834.

**ALMS HOUSE AND WORK HOUSE.**  
Commissioner for } D. L. ROBINSON, Esq.  
next week.

**SAVING'S BANK.**  
Trustees for } HENRY G. CLOPPER, Esq.  
next week. } JAMES TAYLOR, Esq.  
HENRY SMITH, Esq.

By Authority.



List of Warrants payable on demand at the Province Treasurer's Office.

No.			
784,	in favor of William G. Cody,	£10	0 0
785,	" ditto,	30	0 0
786,	" Isaac W. Jonett,	25	0 0
787,	" William Kennedy,	10	0 0
788,	" Francis Beverly,	15	17 6
789,	" Geo. Ledingham, Esq.	15	0 0
790,	" J. M. Robinson, Esq.	41	5 0
791,	" G. F. S. Berton, Esq.	33	15 0
792,	" Thomas Hart,	20	0 0
793,	" Philip White,	10	0 0
794,	" James Brickley,	15	0 0
795,	" Geo. Matthew, Junr.	20	0 0
796,	" Alexander M' Rae,	15	0 0
797,	" Elijah Marsh,	12	0 0
798,	" James Campbell,	20	0 0
799,	" James Ross,	50	0 0
800,	" Trustees of Schools,		
	" Gagetown,	20	0 0
801,	" ditto,	20	0 0
802,	" ditto,	20	0 0
803,	" Waterborough,	20	0 0
804,	" ditto,	20	0 0
805,	" ditto,	20	0 0
806,	" ditto,	20	0 0
807,	" ditto,	20	0 0
808,	" Hampstead,	10	0 0
809,	" ditto,	20	0 0
810,	" ditto,	20	0 0
811,	" ditto,	20	0 0
812,	" ditto,	20	0 0
813,	" ditto,	20	0 0
814,	" Wickham,	20	0 0
815,	" ditto,	20	0 0
816,	" ditto,	20	0 0
817,	" ditto,	20	0 0
818,	" ditto,	20	0 0
819,	" Brunswick,	10	0 0
820,	" ditto,	20	0 0
821,	" Canning,	20	0 0
822,	" ditto,	20	0 0
823,	" James Long,	25	0 0
824,	" P. Clinch and		
	" T. Jones, Esquires,	20	0 0
825,	" George Morehouse,	20	0 0
826,	" William Ganter and		
	" William Scott,	100	0 0
827,	" Donald M'Gregor,	10	0 0
828,	" James Clark,	14	0 0
829,	" Moses Holmes,	10	0 0
830,	" William Mallory,	12	0 0
831,	" Alexander Lindsay,	10	0 0

832,	" Joseph Burpe,	10	0 0
833,	" Henry Sharp,	12	0 0
834,	" Richard Ketchum,	25	0 0
835,	" B. W. Crawford,	15	0 0
836,	" Wm. Lindsay, Junr.	10	0 0
837,	" ditto,	10	0 0
838,	" Walter Hay,	30	0 0
839,	" John Humphrey,	30	0 0
840,	" ditto,	20	0 0
841,	" James M'Grath,	10	0 0
842,	" Jonas Fitzherbert,	10	0 0
843,	" James Murphy,	12	0 0
844,	" Robert Golding,	10	0 0
845,	" ditto,	10	0 0
846,	" E. Vaughan and		
	" J. Brown,	80	0 0
847,	" J. Brown & J. Morrison,	30	0 0
848,	" H. Godsoe & C. Buck,	20	0 0
849,	" ditto ditto,	30	0 0
850,	" David Vaughan and		
	" Joseph Brown,	20	0 0
851,	" J. Hendricks,	25	0 0
852,	" J. Gilmour,	20	0 0
853,	" ditto,	20	0 0
854,	" James Russell,	20	0 0
855,	" William Ganter,	16	5 0
856,	" George M'Kay,	20	0 0
857,	" B. Willeston, J. M'Donald, & F. M'Knight,	30	0 0
858,	" ditto,	80	0 0
859,	" ditto,	30	0 0
860,	" ditto,	20	0 0
861,	" ditto,	20	0 0
862,	" ditto,	10	0 0
863,	" ditto,	30	0 0
864,	" W. Carman, G. Taylor, and G. Kerr,	15	0 0
865,	" ditto,	30	0 0
866,	" ditto,	20	0 0
867,	" ditto,	20	0 0
868,	" C. J. Peters, Junr.	20	0 0
869,	" James Chapman,	15	0 0

Treasurer's Office, St. John, N. B.  
31st October, 1834.  
R. SIMONDS, Province Treasurer.

From an authentic document which has been kindly placed in our hands, we select the following important information for the use of MILITARY and NAVAL OFFICERS proposing to settle in the BRITISH COLONIES:—

COLONIAL OFFICE.  
15th August, 1834.

1. ANNEXED is a Statement of the Regulations according to which, with such modifications as local circumstances may render necessary, lands belonging to the Crown are disposed of in the several British Colonies in North America, as well as a Statement of the Regulations in force in the Australian Colonies.

2. Under these Regulations Military and Naval Officers cannot receive free grants of land; but, in buying land, they are allowed a remission of the purchase money, according to the undermentioned scale:—

Field Officers of 25 years' service and upwards in the whole	£300
Field Officers of 20 years' service and upwards, in the whole	250
Field Officers of 15 or less years' service, in the whole	200
Captains of 20 years' service and upwards, in the whole	200
Captains of 15 years' service or less, in the whole	150
Subalterns of 20 years' service and upwards, in the whole	150
Subalterns of 7 years' service or less in the whole	100

Regimental Staff Officers and Medical Officers of the Army and Navy will be deemed to come within the benefit of this Rule.

3. Officers of the Army or Navy, who propose to proceed to the Colonies in order to take advantage of this indulgence, should provide themselves with certificates from the office of the General Commanding in Chief, or of the Lords Commissioners of the Admiralty, showing that their emigration has been sanctioned, and stating exactly their rank and length of service. No document from the office of the Secretary of State is necessary.

4. Officers on half-pay, residing in the Colony where they propose to settle, may be admitted to the privileges of Military and Naval Settlers, without referring to this country for testimonials, provided they can satisfy the Governor that there is no objection to their being allowed the indulgence, and that their return of their rank and length of service is accurate, and provided, if they belong to the Navy, that they produce their letter of leave of absence from the Admiralty.

5. Military Chaplains, Commissariat Officers, and Officers of any of the Civil Departments connected with the Army, cannot be allowed any privileges on the subject of land. Pursers, Chaplains, Midshipmen, Warrant Officers of every description, and Officers of any of the Civil Departments connected with the Navy, must also be considered as not qualified for those privileges. Although members of these classes may have been admitted formerly, and under a different state of circumstances, they must now be excluded.

6. Gentlemen who have ceased to belong to His Majesty's Service cannot be allowed the advantages to which they were entitled while in the Army or Navy. It is not, however, proposed to take by this rule Officers who desire to quit the service for the express purpose of settling in the Colonies: it is only required, that when they resign their commissions, they should apply for a certificate from the General Commanding in Chief, or from the Lords Commissioners of the Admiralty, that they do so with the view of emigrating; and such certificate if produced to the Governor of any Colony, within one year from its date, but not otherwise, will be a sufficient warrant for allowing the bearer the same advantages as Officers still in His Majesty's Service.

Officers who have sold out within the last twelve months preceding the date of this memorandum will be allowed the usual privileges, notwithstanding their want of the