

PROVINCIAL LEGISLATURE.

HOUSE OF ASSEMBLY.

Tuesday, March 17.
Resolved, That the following sums be granted for the

CHARLOTTE COUNTY BYE ROADS.

Saint Andrews.
£10 for the Upper Indian Point Road in Saint Andrews.
£1 for the continuation of the Frye Road towards Connick's.
£1 from the Saint Andrews Road to Chamcook Lake, through the Greenlaw settlement.
£10 from the widow Connick's to William Ell's Farm, to avoid the hills on that road.
£1 from the poor house to John M'Curdy's.

Saint Stephens.
£10 for the road from Mill Town to Richard Barter's in St. Stephen.
£10 from Samuel Stewart's to the Basswood Ridge in Saint James.
£10 from the late James Symonds to the farthest extremity of the Little Ridge in Saint James.
£10 from the burnt hill to the moorings settlement, and to fill up a ravine near Jacob Libby's.
£10 from the Ledge to the head of Oak Bay in Saint David.
£10 for the new road from the Ledge to Oak Point.

£10 from Burnt hill to Hill's meadows.
£10 to complete the opening of the road from Roix's, through the Parish of Saint Patrick, towards the head of Oak Bay in Saint David.

Saint James.
£10 for the road from Clapneticook Ridge to Daniel Campbell's in Saint James.
£10 from John Pomeroy's to the Kirk.
£10 from John Pomeroy's to the Little Ridge.
£10 from Hitching's mill to the Little Ridge.

£10 from Samuel D. Watson's to Hitching's mill.
£10 from Spence's to Clarke's point.
£10 from the Kirk, over the Basswood Ridge, to Oak Hill.
£10 from the Long Bridge over the Old Ridge and Oak Hill in Saint James to the Canous stream.
£10 from Peake's to the farthest part of the Baillie settlement in Saint James; £10 of which to be laid out on the Causeway near Sherman's Oatmill, and £10 on the Gardner hill.
£10 from the main road through the burnt hill, across the upper moorings Bridge, to the Kirk.
£10 from the Lynfield Road, to Mrs. M'George's, and thence to the Baillie settlement Road.
£10 to straighten the Road from the Henderson Bridge to Daniel Gitchell's in the Lynfield settlement.
£10 to straighten and improve the Road from the Dewolf Dam to Kwart's.

Saint David.
£10 from Edwin Foster's to the parish line.
£10 from John Nisbett's in St David to Simmons' in Saint James.
£10 from Davis Collins' to Gardner's.
£10 from Jacob Reed's in St. David to the Great Road.
£10 from Cotterell's mill to the head of Oak Bay.
£10 from Mergas Anderson's to Ferguson's.
£10 from Thomas Mitchell's to the main road.
£10 from Robert Davidson's to the main road.
£10 from William Malkson's to the main road.
£10 from John Wilson's, Junior, to the main road.
£10 from Mark's Farm in St. David to Denny's stream.
£10 from Daniel Bellare's in St. David to the New Road.
£10 from Cotterell's mill in St. David, to Moses Reid's.
£10 from William Hill's to Daniel

Saint Patrick.

£40 for the road from the Rolling Dam to the eastern Line of the Parish of Saint Patrick.
£10 from the Rolling Dam, by the Kirk, towards Peter Morrison's.
£10 from the late William Wilson's Farm towards the Rolling Dam.
£10 from the Rolling Dam in Saint Patrick towards Bartlett's.
£10 from Chase's corner in St. Patrick, towards Edwin Posters.
£10 to remunerate the commissioner for new covering the Rolling Dam Bridge.
£10 from Saint Patrick's Lake towards William Cresseys.
£10 from the Great Road to Hugh Burns.
£10 from Henderson's Crotch to John Cunningham's.
£10 towards the building of a Bridge over the river Digdegush at the point of intersection of the two lines of road—the one leading from Roix's to Saint Stephen, and the other from Pleasant Ridge to Saint Andrews.

£10 for the road from the main road leading from the Boabec Lake to the Grove Settlement, to continue and clear out the same to the new road to Pleasant Ridge; £10 of the said sum to be laid out between Kyle's Farm and the crotch of the said Road.

Saint George.
£15 for the road from L'Etete point to the school house near M'Nichol's Mill.
£10 from the schoolhouse near M'Nichol's mill, to Alexander Dick's.
£10 from Philo Seelye's Farm to the Elme Kilo's at L'Etang Harbour.
£10 from Archibald M'Vicar's lower line to Henry Cook's at Back Bay Settlement.

£10 from M'Laughlin's farm on L'Etang river, to Nathaniel Spinney's.
£10 from Benjamin Hanson's Farm to the main road near the red store.
£10 from M'Carroll and Boyd's to Henry Seelye's, on the eastern side of Lake Utopia.
£10 from Henry Seelye's to the red rock mill.

£10 from the Upper Mills to Isaac Thoru's on the eastern side of the Magaguadavic.
£10 from the upper mills to the red rock mill.
£10 from the upper mills to the old Fredericton road, on the western side of the river.
£10 from the old Fredericton road to the County line, near the flume ridge.
£10 from Pomeroy's to James M'Clymont's farm on the old Fredericton Road.
£10 from Philo Seelye's Farm to John M'Daerid's.
£10 from the Fresh water Landing, near Capt. Jones' farm, on the western side of the Magaguadavic.
£10 to be re-appropriated for the road from James Murphy's to the road leading from Philo Seelye's to the mouth of the L'Etang river, in Saint George.

Pennyfield.

£15 from Thomson's mills to the church in Pennyfield.
£10 from Ball's mill to Beaver harbour.
£10 from Beaver harbour to Bucknam's mill.
£10 from Crow harbour mill to the new settlement at M'Dowall's.
£10 from Seelye's Cove to the main road near M'Kays.
£10 from Bucknam's to Woodland's.
£10 from the Saint John road to the new school house.
£10 between Thomson's Farm and the Saint John road near Goodall's.
£10 from Black's harbour to John Crickett's.
£10 from widow M'Callum's to Doude's Cove, near the mouth of Le Pros River.
£10 from the great road to Maces Bay.
£10 from the head of Camp creek to Traynor's Cove.
£10 from Black's harbour towards the Church.
£10 from John Crickett's, Junior, towards Philip Justison's.

in Mrs. Boyd's corner to the

Saint John road, eastward.

West Isles & Grand Manan.
£17 from Big Beach to Curry's cove in the Island of Campo Bello.
£17 from Curry's cove to Todd's field in Campo Bello.
£10 from Welsh Pool to ship cove in Campo Bello.
£10 from north west harbour bridge to plam cove, and thence to the north harbour public landing in Deer Island.
£10 from the upper settlement by seal cove in Grand Manan.
£10 from seal cove bridge, southerly, in Grand Manan.
£10 from Grand Harbour to Nathan Guptan's in Grand Manan.
£10 from the mill at Green's brook to the Dock at Long Island Bay in Grand Manan.
£10 from seal cove Heath to seal cove school house in Grandmanan.
£10 from John Doggett's to Woogster's shop in Grand Manan.
£10 from Abner Bingham's to John Sprague's, Junior, on the Hill road in Grand Manan.

LEGISLATIVE COUNCIL.

Thursday, March 19.

Pursuant to the Order of the Day, the House was again put into a Committee of the whole, upon the draft of an address to Her Majesty relative to an act of the Imperial Parliament, on the subject of Vessels clearing from Ports in B. N. A. laden with Timber, with deck loads.

THE QUEEN'S MOST EXCELLENT MAJESTY
The Joint and Humble Address of Her Majesty's Legislative Council and House of Assembly of the Province of New Brunswick, in General Assembly convened.

MAY IT PLEASE YOUR MAJESTY:
The Legislative Council and House of Assembly, in behalf of Her Majesty's faithful and loyal subjects, the Inhabitants of the Province of N. B., beg leave with the most profound humility and respect, to represent for the Gracious consideration of Your Majesty:

That under the operation of an act of the Imperial Parliament, passed in the 2d year of Your Majesty's reign, intitled, "an act for the prevention of loss of life, and Vessels clearing from Ports in B. N. A. wholly or in part laden with Timber with deck loads, from the 1st day of Sept. 1839, to the 1st day of May, 1840," the trade between this Province and the West Indies as well as with the U. S. of America, and also the Coasting trade, has been materially injured, owing to the construction given to the act by the Officers of Customs, and Law Officers of the Crown in this Province.

That although no Timber, properly so called, is ever exported from the Province to Deals, or Lumber, as well as Timber, and to the Trade with the West Indies and other parts, as well as the Mother Country; and no Vessels laden with Deals or Lumber of any kind have accordingly been allowed to clear out with Deck Loads: at the same time and entirely different construction and line of conduct have been adopted in the sister Province of Nova Scotia.

That the injury to this trade has been materially enhanced by the different construction which has thus obtained in the neighbouring Province of Nova Scotia, by which not only are the Vessels of this Province induced to repair thither and load, instead of receiving their loading at home, but the singular anomaly is occasioned of Vessel of two Provinces so closely connected, sailing some with and some without Deck Loads, governed by the constructions thus given to the same act.

That the Lumber imported into the West Indies from the U. S. becomes, under the present system, no longer a protection to the lumber exported from this Province, the freight earned by the Vessels of that country on the Deck Load, which our Vessels are not allowed

to carry, about equalizing the amount of the duty they have to pay, thereby rendering the object of the duty nugatory.

That in consequence of this decision many Vessels which had been built purposely for the West India Trade, and so constructed as to carry Deck Loads with safety to the Vessel and the lives of those on board, and with advantage to the owners, have either been laid up, or are prosecuting the one for which they were expressly built with great loss; while it is important to press on the attention of Your Majesty that this Trade has not been attended by the loss of life and destruction of property known to exist in the transmission of Timber to Europe, and it is therefore conceived, whatever ambiguity may arise from the terms of the act, the latter was the only object intended to be embraced by its provisions.

That for West India voyages there is no part of the year more dangerous to Vessels sailing from N. A. Colonies than between the months of May and November, which is the period excepted from the operation of the act, and emphatically the period for hurricanes in those warm latitudes; thus prohibiting Deck Loads to be carried at a season of the year when our Vessels leave a cold for a milder climate, and allowing them at a time when the danger is greatest, and thus presenting another argument to prove that it could not have been the object of the Imperial Parliament to interfere with this portion of our trade.

The Council and Assembly therefore beg leave most respectfully to lay this representation before Your Majesty in the humble hope that their apprehension of the highly injurious consequences, which have resulted and must continue to result to this important portion of the trade of this Province, may be removed by Your Majesty's Government refraining to have the act referred to continued, so far as the same relates to the trade of this Province with the West Indies and the U. S. and also as respects the Coasting Trade.

And as in duty bound will ever pray.

Ordered, That the Master in Chancery go down to the Assembly, and acquaint that House that the Legislative Council have agreed to the said address.

We understand that the packet ship *Siddons*, in which Col. Mudge and Mr. Featherstonhaugh, who had been engaged in the Boundry exploration, were passengers, arrived in England after a short passage from New-York.

THE STANDARD.

SAINT ANDREWS, SATURDAY MARCH 26, 1840.

Charlotte County Bank.
Hon. HARRIS BATH, President.
Directors next week—J. Johnston.
Discount Day—THURSDAY.
Hours of business, from 10 to 2.
BILLS AND NOTES for Discount must be lodged with the Cashier on or before WEDNESDAY, otherwise they must lie over until next week.

James and Robert Mowbray.
Commissioners next week—Thomas Sims.

Saint Stephens Bank.
WILLIAM PORTER, Esq. President.
Directors next week—G. M. Porter.
BILLS AND NOTES for Discount must be lodged with the Cashier on or before THURSDAY, otherwise they must remain in his hands until the following discount day.

Discount Day—FRIDAY.
Bank open from 10 till 3.

LATEST DATES.

LEEDS	Mar 1
LIVERPOOL	Mar 2
EDINBURGH	Feb 20
PARIS	Mar 10
BOMBAY	Mar 15
MONTREAL	Mar 18
QUEBEC	Mar 18
HALIFAX	Mar 18
NEW YORK	Mar 19

ARRIVAL OF THE BRITISH QUEEN.

Two Days Later.

On Wednesday, the 15th inst. the steamship *British Queen*, Captain Roberts, arrived at New York, with dates from London to the 1st of

March, and Liverpool to the 29th Feb. She departed from London on the 1st of March, and from Portsmouth on the evening of the 2d. We have received files of Irish papers up to the 29th Feb.—They contain news of no great importance.

The principle intelligence the dissolution of the French Cabinet.

The Queens marriage, and the celebration and festivities consequent thereupon, continue to occupy a large share of the attention of the English press.

The British Ministry were defeated in the House of Commons, Feb. 27th, by a majority of 25.—The question however, was unimportant—relating to a pension proposed to be given to Sir J. Newport.

The Chartist convicts, Frost, Williams, and Jones, had sailed for their destination—New South Wales—but were compelled by stress of weather, to put into Ealmonth.

The London journals state that the health of the Duke of Wellington has been completely re-established. The reply to inquiries at Aspley House was, "The Duke is quite well."

Lord Stanley moved to bring in a bill to amend the laws relating to the registration of voters in Ireland.

Lord Morpeth as well as Mr. O'Connell, opposed the introduction of the bill. Mr. Shaw and Sergt. Jackson, of course, supported it. Leave was given to bring in the bill.

The Marquis of Normanby has issued circular to the Lords Lieut. of counties throughout England, calling on them to use every means to discountenance the spread of blasphemous and immoral doctrines by printed publications, and by other illegal means.



CELEBRATION OF THE QUEEN'S MARRIAGE.

"Here's a health to the Queen, God bless her."
Loyal Song.

On Wednesday last, this auspicious event was duly celebrated in Saint Andrews. Loyalty and affection for the person of our gracious Queen, were the prevalent feelings of the day. All classes of the community, and of all shades of politics, testified their interest in, and their appreciation of the various amusements, which marked the occasion. No improper scenes of dissipation or rioting occurred to mar the general happiness, so we departed to the continuance of rich and pure, while by their presence gave marked proof of the sense of innocent mirth, and of the enjoyment, and above all, of the love and profound respect, which they hold our happy form of government, and which they have so nobly and so patriotically shown and avowed on this day.

It became our duty to record the official proceedings of Wednesday last, which it was so pertinent in their details, as to merit a place in a Nation's history, yet they are so all too insufficiently interesting, to mark the twenty fifth of March, 1840, as a remarkable day, in the annals of Saint Andrews.

A Royal Salute was fired at noon, by the Militia Artillery, under the command of Captain William Wintle.

A foot race for a heaver hat was then ably contested by fifteen men; the competitors ran through part of Water Street, a distance of about half a mile, and the prize was deservedly awarded by the winner.

Next in order, was a *Steeple Chase*, the prize, a heaver hat. This species of recreation requiring great science and peculiar skill and dexterity on the part of the Candidates, only four had the temerity to enter the lists. The extreme awkwardness of their positions, fettered as they were, by the tightness of their respective envelopes, so far from exciting in the crowd spectators, the tender feelings of pity and sympathy for their deplorable condition produced—*Am!* that we must record it—loud shouts of boisterous laughter, and howls from the hundreds, who beheld the scene. The race was won by the length of a neck.

The next event to which posterity must be indebted to us for mentioning, was a boat race with four oars each, two boats entered—one belonging to the Customs, the other to the Mechanics of St. Andrews. The first was steered by Alex. Melrose and the other by Edward Fife, the distance ported round the harbour, was three miles—the Customs boat came to about ten yards ahead. The crews of both boats, contested the point with admirable skill and vigor, and deserved much credit for their exertions. The prize of five pounds and a supper for twenty, were nobly earned.

Capital Smith's, James Currie's, and Captain McCall's boats were competitors in the next race. The prize of five pounds was won by Captain's boat, Capt. Smith's coming in second, and securing a prize of one pound.

At and bread and cheese were then liberally distributed under the direction of a committee to all who chose to partake of this Old Country fare.

Mr. Patrick O'Neil, one of the most efficient committee men on the occasion, next appeared on the stage, and read the scene deserves a particular notice. A short Pig which had been in private training for the last ten days, with his tail shaved and rendered redolent of soap

grease, was started by Mr. O'Neil from Market Square, and after performing a what rapid promenade, duly honored by a sort of sixty or seventy attentive persons who, by a species of dexterity without a let succeed in forming a true lover with the pliable folds of poor granite appendage, and then with skill and precision highly directed, the swimming quality instantly secured, and carried in from some quiet place for repose and there to be "rotundum cum dignitate." A French has observed, that birds could confabulate it is a disputable question, whether or not indulge in the same practice. We are not to believe however, that the *swimming pig* is a new species of animal, but a very old one, and a very interesting one.

A beautiful display of fire works in Market Wharf was exhibited in the evening. To close this eventful day—about a hundred ladies and gentlemen, stripped of all light fantastic toe, at Discolo's Hall, in beauty and fashion, exhibited the dancing feat, of every kind, and our own sex, and the best of dancing materials indeed, excellent examples of our gracious Sovereign's health in this.

For one day at least, in the chagrin of many of us, there were feelings of happiness imparted, that none will be longer, for ever the heavy yoke, which the members of the whole community in their investigations, that GOD bless Victoria and Albert. And the pages of the history of our beloved Country, may exhibit the dancing feat, the religious, domestic, and political, may be the people, and of the imperishable reign shall mark the character of the people. Again we repeat with heart and voice—Here's a health to the Queen, God bless her.

The members of the West Methodist Society, celebrated Wednesday last, by meeting their Chapel and partaking of and Coffee, which was prepared for the occasion. We must not mention that they had a Wedding Cake made in honor of Her Majesty's marriage. We understand that several neat and appropriate speeches were made by the party separated at an hour, highly pleased with evening's entertainment.

The *Liverpool*, steamer, is at same, her trips on the 20th and would previously be rep in to the dry dock. The *U. S.* is to be launched on the 5th March.

BIRTH.

On the 24th inst. the lady of Capt. Milroy of a Son.

MARRIED.

At Douglas, County of York, on the 12th inst. by the Rev. R. Shepherd, Mr. John, to Miss Elizabeth, daughter of B. Asquith of the same place.

DIED.

At St. John on Tuesday afternoon, 1st inst. young son of Robert F. Hazen aged 17 months.

Successor on Tuesday last of sea-vice, Charles Germaine, only daughter of Mr. R. D. Watson, aged 13 months.

Suddenly on Wednesday afternoon, wife of James B. Juch, Esq. aged 68.

Suddenly in Liverpool, England, 20th of Jan. inst. in the 34th year of Charles W. Tisdale, Esq. Merchant place, and eldest son of Walker Tisdale of Saint John.

Shipping Journal.

PORT OF SAINT ANDREWS.

ARRIVED,
March 19, *Salt Fort*, Kennedy, Esq. Sundries.

March 24, *Brig Orient*, Esq. Maracas, Sundries, &c. H. Todd.

No Clearances.

TO BE LET.

And Possession given immediately. The finest lot of ground, Cottage, &c. at the North West End of the town, at present occupied by Mr. I. Flaherty.

JOHN FORTI
Saint Andrews, March 25, 1840—13.

COALS! COALS!!

Now landing per Brig "Tory's" at the subscribers wharf.

60 Chaldrons best Pemberton Co. which will be sold low for Cash.

WILLIAM M. BARCOCK & S
March 27th 1840.

FOR SALE.

All the Messuages and Farm belonging to the Parish of St. George, now in the occupation of James Drummond. There is a good lot of small Bays upon the premises, all of which are cleared.

For particulars apply to JAMES RE
Saint Andrews, March 26th 1840.

NOTICE.

The Subscriber begs to inform her and the public, that she has leased the premises occupied by Mr. James Drummond, a recent stock of groceries will be kept on hand, and disposed of at moderate and every attention will be paid to their and that of Visitors.

November 9, 1840. MARY LONER