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# The Standard.

## NEW-BRUNSWICK.

Volume G.

SAINT ANDREWS, SATURDAY, JUNE 23, 1839.

Number 25.

### PROVINCIAL.

Saint John, June 12.

**Our Young and Thriving City.**  
The streets, wharves, harbour and suburbs, present the appearance of that increasing prosperity which has evinced itself so prominently ever since our fathers landed on these shores—now but sixty years ago. Nothing but unwearied industry—sterling honesty—and a determinate perseverance, could have so rapidly brought into existence a rich and populous city from an uninhabited wilderness; and it is with no ordinary pride that we view a steady advancement—through its great resources—with fair prospects of its becoming the first City in British North America. The population is increasing; and as it increases houses and lands will rise in value, and what are now the suburbs of the town will eventually become its centre. Buildings are already fast covering lots of land which for years have been of little value and lying vacant, on account of their remote situation. The entrance to the city by the Marsh Road is becoming an extensive thoroughfare; and ship-building to a considerable extent, commenced there of late years, will have a tendency to raise property 100 per cent in that neighbourhood. Then, there too, is our Public Water-Works—which, when in complete operation, will enable a considerable number of trades to be carried on by steam; and there is no doubt the whole of that enterprising Company's property ere long will be profitably occupied by industrious and enterprising citizens and mechanics. Farther from town, is the site for the Penitentiary—which building is now about being commenced—and, when finished will in every respect be an ornament to its situation and as equally well adapted for the purposes contemplated. Some objections, we know have been made to the site; but they have yet to be discovered to be proved reasonable. In the march of public improvement, we must not forget to mention the many good deeds which our Corporation have been doing—mountains, almost impassable, have been levelled—and the rough roads made smooth—streets have been paved, repaired, macadamised and culled—and our wharves have been completely logged and made passable for men and beast: an extensive Brick Market House has been erected too, in the Market Square—and the desire for further improvement still continues. The upper part of the City has been ornamented with a splendid new Chapel, erected by the Wesleyan Methodists; and when finished will be a beautiful piece of workmanship; from its commanding situation it can be seen from any part of the city—which it will greatly enhance the appearance of: while it must ever be a credit to the enterprising domination to whom it belongs. There is a Baptist Chapel, likewise about being erected in that vicinity. These edifices will do much to improve the upper part of the city; and lots in that neighbourhood cannot be procured, unless at a very high price. While those districts of the town are being thus ornamented, the lower part is also becoming greatly improved. The Directors of the Commercial Bank are erecting a granite Edifice in Prince William Street, opposite

the New Brunswick Bank, it will be one of the most handsome and costly buildings in the city: and the work so far appears to have been executed in a very mechanical-like manner. There is no doubt but that by and bye we shall have our granite Custom House, Treasury and Post Office: and that this description of stone will be in common use by all who intend building in the public thoroughfares of the city. Time will accomplish much—it has already given us a great deal; and in a few more years we may have our city lighted with gas—our press worked by steam, and a host of other useful and necessary novelties, which at present do not appear practicable. Our Mechanics have not been idle in the march of improvement; with a creditable industry and assiduity, they stand high on the eminence of respectability and genius: the extensive Foundries of Harris & Allen, have turned out as handsome fine work as we ever recollect to have seen from the United States or Mother Country: these establishments employ a great number of men—and their manufactures have greatly superseded imported ironware, with which, our markets at one time were wholly supplied. The Foundries of T. C. Everett & Co. have produced substantial and creditable pieces of labour: and their enterprising spirit deserves that encouragement which the public so generally bestows on them. There is a wide field in St. John, for the industrious Mechanic, and provided he attends well to business, his occupation is a sure source of wealth to him. The Mechanics have good cause for pride: their flourishing Institute—and Joint Stock Whale Fishing Company will no doubt yield them all the good results they anticipate: and we earnestly hope they may receive encouragement in all laudable enterprise.—Herald.

### N. W. YORK MARKET.

The amount of business operations in almost every branch, have been to a comparatively trifling extent only since our last. The advance of the season, in connexion with the rather sudden return of summer weather, have contributed principally in producing this result.  
**Flour and Meal.**—The market continues to present an appearance of extreme inactivity, the sales being confined almost exclusively to the wants of some consumption, as also for that purpose limited to parcels as necessary for immediate use. In prices, also, a further reduction has followed of fully 25¢ at 37 1-2 cents per barrel, and our quotations, though reduced to that extent, must be considered nominal, the tendency being yet decidedly downward; common brands of Western Canal were yesterday to be had below \$6.50, which was the rate nominally demanded; Ohio, via canal, in the best condition, was obtained at \$6.25; and it was also reported that some parcels, though not probably in the best condition, had been obtained at \$6.  
**Fruits.**—To Liverpool, we quote Cotton 1-4.1 a 5-16.1. at which rate the next packet have full cargo engaged. To Havre we have heard of no change.  
**Exchange.**—Bills on England were furnished to a considerable extent by the United States Bank

for transmission, by the steamer which leaves to-morrow, at \$4.80 9 1-2 per cent.) the pound sterling;

### POETRY.

#### CHARITY.

Of all the virtues we possess,  
'Tis charity God loveth best,  
To see us here display;  
In faith our hearts to God we give,  
And hope ensuring us we live,  
Shall chase our fears away.  
But Charity to these allied,  
A multitude of sins will hide;  
And patiently endure;  
In Faith and Hope if exercised,  
That gift of all is highly prized,  
A rich reward procure.  
Yet 'tis not charity alone,  
Which for our sins will ever atone,  
'Tis Christ in mercy given,  
The Lamb from the beginning slain,  
God's grace and goodness to maintain,  
And win our souls for heav'n.

Saint Andrews, June 20, 1839.

### COMMISSIONERS OF ROADS.

James Allen to expend £60 granted for the improvement of the Great Road from Connick's at Wadding to the Lower Bridge in Saint Stephen's. £25 granted towards completing a Steamboat Slip at Saint Stephen's. Patrick Clark to expend £200 granted to open a new road from Red Rock, in the Parish of Saint George, to the Nerepis Road. James Brown to expend £100 granted to open a road from the Bridge at Backway, to the Lower Bridge over the Saint Croix. James Allen to expend £500 granted for opening and improving the new line of Road from Oak Bay to the Bridge at Bel River. CHARLOTTE BRIDGE COMMISSIONERS. Donald Sinclair to expend the sum of £10 for the road from the Chapeaucook Ridge to Daniel Campbell's, in Saint James. £10 for the road from John Pomeroy's to the Kirk in Saint James. £15 for the road from Hinchings' Mill to the Little Ridge in Saint James. £10 for the road from Hinchings' Mill to the Kirk in Saint James. £20 for the road from Jones Jackson's to Hinchings' Mill, in Saint James, and to repair the bridge across the Moose River. £20 for the road from Mr. Spence's to Clarke's Point in Saint James. £25 for the road from the Kirk over the Basswood Ridge to Oak Hill in Saint James. £10 for the road from Alexander M'Kay's towards M'Kay's Mill in Saint James. James Maxwell, Junior, to expend £15 for the road from the new Church through Oak Hill, to the Canoe Stream in Saint James. £20 for the road from Peak's to the Battle settlement in Saint James. £15 for the road from the M'George settlement, through the Lyngfield settlement, towards Saint David's. £20 to repair the bridge near the Wait Tannery, and the bridge near John Grimmes' in Saint Stephen's. James Allen to expend £10 for the road from Milltown to Richard Brier's, in Saint Stephen's. £20 for the road from the Basswood Ridge in Saint James, to Samuel Stuart's in Saint Stephen's. £20 for the road leading from the road from Milltown to Richard Brier's, to the farthest settlement on the Little Ridge. £15 for the road from Joel Hill's to the upper Mill's in St. Stephen, and to repair the bridge across the Moose River. Jacob Young to expend £15 for the Road from the Ledge to the Head of Oak Bay in Saint David, to be expended in making a bridge at the foot of the Deep Hill on said road, and carrying the road around the side of the hill. James Maxwell to expend £3 to build a bridge across the Fenderson Brook, in Saint James. John Cotterell to expend £10 to assist in cutting down the Hill near Henry Kewer's in Saint David. £10 for the Road from Joseph Hill's to James Stevenson's, in Saint David. £10 to assist in building a bridge between Michael Young's and Jacob Young's in Saint David. £10 for the road from the main road to Thomas Mitchell's, in Saint David. £15 for the road commonly called the Board Road in Saint David. £25 1-2 for the road from Vancouver's to Oik Bay, in Saint David. Jacob Moore to expend £10 for the road from Tower's Corner to Robert Ferguson's, in Saint David. £10 for the road from the main road to John Wilson's in St. David. £10 for the road from the Old Meeting House Corner, in Saint David, to Jesse Grimmer's, in Saint Stephen. Edwin Foster to expend the sum of £20 for the road from Edwin Foster's, in Saint David, to Cassel's in Saint Patrick's. John Nesbitt to expend £10 for the Road from John Nesbitt's, in Saint David, to Saint

James Brown Junior, to expend £10 for the Road from Tower Hill to M'Leulan's Hill in Saint David. £32 1-2 for the new Road from Upon's Bridge in Saint Stephen to Foster's Mill Road in Saint David, to assist in building Bridges and opening the same.

Hon. Thomas Wyer to expend £10 for the Road from Bartlett's to Connick's in the Parish of Saint Andrews. £7 10s for the road from Brock Hill Cove to John's Point in the Parish of Saint Andrews. £7 10s to assist in graveling the road from Indian Point to the Saint John Road. £15 for the Road from Hugh Thompson's, on the Saint John Road, to John Wilson's new House, in the Parish of Saint Andrews. £10 to assist in widening the Road from the Point House to John M'Curdy's, in the Parish of Saint Andrews.

John Burnet to expend £25 for the Road from Welch Point to Todd's Corner, in the Parish of Campo Bello. £100 for the road from Todd's Corner to Curry's Cove, in the Parish of Campo Bello. £12 10s for the road from Curry's Cove to the Light House, in the Parish of Campo Bello. £12 for the road from Welch Point to Holmes' Beach, in the Parish of Campo Bello.

William Fisher to expend £12 10s for the road from Green Brook to Abner Brigham's, in the Parish of Grand Manan. £30 to build a Bridge over Woodbury's Mill Stream, in the Parish of Grand Manan. £30 for the Road from Davidson's Hill to Charles Ingle's in the Parish of Grand Manan. £68 for the Road from Grand Manan to Cassel Berson's in Saint George, Grand Manan.

John M'Neal to expend £75 for the Road from North-west Harbour Bridge to Glen Cove, and thence to North Harbour, public landing on Deer Island.

Charles R. Hinchey to expend the sum of £50 for the road leading from Weir's Brook near Saint John Road, through Abner and Sime's Grants, and thence to Pleasant Ridge in Saint Patrick.

George M'Kay to expend £20 for the main road of the eastern side of the River, Digby wash, by Peter Bourgeois's, towards the Rolling Dam in Saint Patrick. £20 for the road on the western side of the Digby wash River, by William Watson's, towards the Rolling Dam in Saint Patrick. £40 for the road leading from the Rolling Dam to the eastern line of the Parish of Saint Patrick. £10 for the road leading from James Kyle's Farm, in the Grove settlement, on the west side of Bonbec Lake, in Saint Patrick. £20 for the road from Catcaw's to the Saint Andrews line, in the Parish of Saint Patrick. £10 to be reappropiated on the road from Peter Monro's to the Marie Clareville Hill, in Saint Patrick. £9 for the road from Gilmour's to the main road, on the eastern side of the River, in Saint Patrick.

George M'Kenzie to expend £10 for the road from M'Nicol's Mills, to Alexander Dick's, in the Parish of Saint George. £10 for the Road from Alexander Dick's to Millikin's Mill Pond, in the Parish of Saint George. £10 for the road from Millikin's Mill Pond to the Kirk, in Saint George.

John Mann, Junior to expend £20 for the road from the late James Stuart's farm to John Dewar's in Saint George. £20 for the road from John Dewar's to Prince Baker's in Saint George.

Hugh Matheson to expend £20 for the road from Pomeroy's Bridge to the Bridge at Lower Trout Brook in Saint George. £15 for the road from Pomeroy's Bridge to Gilmann's, on the old Frederick road in Saint George. £30 for the road from Pomeroy's to John Young's, at the second Falls, in Saint George. £15 for the road from the late James Ash's Farm to Allashew's Mills in Saint George. £10 for the road from Kent's Mill to the River Megagadavie, in Saint George. £10 for the road from the Red Rock Mills to the upper Falls in Saint George. £20 granted in 1835 for the road from the Red Rock Mill to the upper Falls in Saint George.

Abraham Wetmore to expend £25 for the Road from Philo Scyler's to L'Evang, in Saint George. £15 for the road from the Basin to L'Evang river near Spinnery's in Saint George, to open a new road.

Hugh Flaherty to expend £20 to assist in repairing the Lower Bridge over the Megagadavie River, in Saint George. £20 to assist in rebuilding a bridge and repairing the road from Murdoch McLennan's to Samuel Kelly's, in Saint George. £20 for the road from Curry's Mill to the St. John road, in Pennfield.

John Pendleton to expend £20 for the Road from New River Mills to the Saint John Road, near Pennfield's, in Pennfield.

Joshua Knight to expend £15 for the road from John Tanton's farm to Melbore Ids, in Pennfield. £15 for the road from John Crickett's landing to Jay Iron in Pennfield. £10 for the road from Roger Traynor's to Thompson's Ship Yard, in Pennfield. £10 for the road from John Boyd's Corner, in Malcoms Meadows, in Pennfield. £10 for the road from Thomas Ferguson's Corner towards Spinnery's, in Pennfield. £10 for the road from McIntyre's to the Sten settlement in Pennfield. £10 for the road from McIntyre's to the Sten settlement in Pennfield. £10 for the road from McIntyre's to the Sten settlement in Pennfield. £10 for the road from McIntyre's to the Sten settlement in Pennfield.

John Nesbitt to expend £10 for the Road from John Nesbitt's, in Saint David, to Saint

Captain Masters, who, until the interview which gave me possession of the particulars now stated, was a perfect stranger to me, is, I believe, generally known, and as generally respected in the community. The public, therefore, will be best able to decide what credit should attach to his testimony.

I remain, Sir, your obedient servant,  
J. M'LACHLAN.

To the Editor of the Couriers.

Saint John, 12th June, 1839.

Sir—As you are going to sea, I deem it necessary to call upon you to corroborate the statement of what I now repeat, as coming from the 2nd mate of the "Hebe"—That his name was Quin—that he was second mate of the "Hebe" on her last voyage—that the vessel had, in approaching the unfortunate Brig "Frederick," lower top and top gallant sails set—that the lee clew of the mainsail was well off, and the weather clew-garvel hauled up, (to permit the wind to pass into the foresail)—that he saw a temporary erection upon the top of the companion, for the purpose of cooking; that the person who raised himself upon the fore-top, whether upon his knees or feet, he can't tell, was a stout man who hailed in a strong voice, ON SHIP! ON SHIP!—that he could have jumped from the swinging-boom upon the ill-fated vessel—that the night and day succeeding were fine—that the second night they experienced a heavy gale, in which the ship's crew thought those on the wreck must have perished; and that he, in common with the rest of the crew, thinking the vessel would have been hoisted to, felt extreme regret at the melancholy fate of those they left behind;—further, that the Captain of the "Hebe" had taken him and others to a lawyer to sign or make a statement in his favour.

I am, Sir, your most obedient servant,  
J. M'LACHLAN.

Captain Patrick Masters,  
—Ship "Hebe," St. John's.

The foregoing contains the statement made by Quin, the second mate of the ship "Hebe," in my presence.

PHILIP MASTERS,

ANOTHER CONFIRMATION.

I have read the Carpenter's statement as to the "Hebe" passing the "Frederick" and, as far as I can recollect, it is in substance perfectly true; and, so impressed am I with the truth and cruelty displayed by Capt. Wright upon the occasion, that, for fear he should treat me, if I fell aboard, in the same way, I am determined, at all hazards, although an apprentice, not to go in the ship. We were about an hour from the time the wreck was first seen before the "Hebe" came up with it, and, from the appearance of the canvas on the after part of the top, when we did come up, something evidently lying under it, but no motion perceptible, I supposed part of the crew lay there dead. The person in the new Scotch bonnet who hailed, was, I think, lashed to the top, for he only partly raised himself so as to rest a, on his elbow and wave his cap—two or three others on the weather side of the top stood up. We were then under the stern, and could plainly read with the naked eye the name and place of the brig.

DAVID C. FAYLOR.

Witness, David Young,  
Saint John, June 12, 1839.