

The St. Andrews Courant

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Volume 1

St. Stephen—concluded

On the British side of the River, St. Croix are fifteen double and single saw mills containing twenty five saws, which cut annually about seventeen million, five hundred thousand feet? Of Boars, planks, deals and scantling. The lumber from the mills above the flowage of the tide is conveyed to the salt water, principally by means of a sluice, a mile and quarter in length, nearly four feet wide and fourteen inches deep. There are also a number of horse and ox teams employed in hauling boards, etc., during the summer months, especially when the water is low.

The average quantity of pine timber that comes down the river each year is from fifteen to sixteen thousand tons. There is also shipped from the same place yearly, more than five millions or fifty hundred thousand cedar, and six hundred and sixty-two thousand pine shingles.

To several of the saw mills there are attached lathing machines, which convert the slabs that were formerly thrown aside as useless, into laths, pickets, etc., of these an incredible number are manufactured, but as nearly all are bartered with the American coasters for provisions, it is impossible to form an estimate of the quantities.

The Merchants of Saint Stephen are enterprising and indefatigable. They now own six square rigged vessels, viz: a ship of 352 tons, and five brigs of 266, 221, 220, 176 and 149; in all 1384 tons. These are employed in the Trade to Britain and the West Indies; and there is another of three hundred tons building, which, to judge from the model and the quality of the timber, promises to be a credit to the place.

The Ledge harbor so called, four miles below the head of the tide, is perfectly safe, and free from ice nine months of the year. Ships of any size may lie safe within fifty yards of the shore, in . . . at low water. . . seldom . . . six vessels loading at the Ledge, and . . . ntly eight or ten. The river between . . . Landing and the neat and growing . . . on the opposite shore, presents . . . observer an agreeable picture of activity and business.

The number of vessels lying at the wharves on either side, and in the stream, the rafts gliding with the current, the boats and canoes constantly in motion, and the travelers either on foot, on horseback or in carriages, almost constantly crossing the handsome toll bridge that connects the two sides of the river near the head of the navigable part of it, add great interest to the scene, which is much enlivened by the display of the two National Flags from the shipping on Sundays and Holydays,—intermingled as they ought to be, while the relative situation of those countries as parent and offspring is tacitly assented to by both Governments, if we may judge from the good understanding now existing between them. There is also a Toll Bridge across the River at the still Water opposite Mill Town, and another at the Lower Mills, in this Village formerly called free, but which we are informed has lately obtained a Charter from the legislature of Maine that will entitle the Proprietors to demand Toll, as in the two other cases.

In Saint Stephen are also two Grist Mills, one at Mill-Town the other as the Salt Water.

The Fishery which was formerly so beneficial to the inhabitants, beside affording an article for exportation, is now scarcely worth attending to. The Alewives have however been more plentiful this spring than for twenty years past.

The distance from . . . Landing in Saint Stephen to St. Andrews is, by water, fifteen miles, and by land twenty two. It was considered twenty six

years ago an extraordinary feat to drive a sleigh by the winter road in a day, among stumps and roots, from the one place to the other; and wheels were quite out of the question; at present the journey from St. Stephen to and from St. Andrews is performed with ease in a gig or wagon between sunrise and sunset, and an interval of four hours allowed to transact business in Town.

From its local position, situate immediately on the dividing line between the two countries, St. Stephen is liable to be infested occasionally with vagabonds and runaways from both, and the distance from the Shire-town has heretofore occasioned much inconvenience and expense to the inhabitants in securing such persons until they could be conveyed to the County Jail. This evil will shortly be remedied, as, at the last Sessions of the Provincial Legislature, an Act was passed authorizing the erection of a Lock-up House in the Parish, which it is expected will also be a check to offenders of a minor description, who sometimes escaped punishment in consequence of the difficulties attendant on committing them for trial.

There were entered at the Out-port of St. Stephen between 1st Jan. 1830 and 1st Jan. 1831, 296 vessels, admeasuring 24, 995 tons, and navigated by 1317 men.

The River Saint Croix, which forms such a prominent feature in the Boundary Line Question, will be treated of in another number.