Chignecto Post.

SACKVILLE, N. B., MCH. 28, 1872.

LEGISLATIVE COUNCIL.

We have stated the Act of 1868, relating to the Constitution of the Legislative Council, was a fraud, and destructive to Responsible Government. By it was created a small body of men holding Councillorship's during life, independent of the Crown, and irresponsible to the people; their position being secured by an Act of the Legislature, no power except the Imperial Government can without their consent dissolve it, or even change its character. Five, a majority of a petty quorum of eight, can prevent all Legislation and set the Province at defiance; the wants of the people, the exigencies of the public service, the powers of the Executive, even if backed by all the influence and authority of the Dominion Parliament, are all unequal to compel this body to do its duty to the Country; or dismiss them for its neglect. It exists, a small oligarthical corporation of bastard aristocrats who, swelling with the magnitude of their irresponsible position, arrogate an importance which increases in an inverse ratio with their usefulness.

We see an address to the Crown by this body in 1833, in the very first year of its existence, modestly assuming it "to be analogous to the House of Lords, or if perhaps to speak more correctly, we are considered as the miniature or representation of that august body in this Province, the importance and usefulness of our duties must necessarily raise us to a corresponding dignity and rank, and consequently give us similar precedence here, as is established by the tube of precedence in England." So that these fungi, on their first appearance and almost before they had reached the maturity of toadstools, burst with vanity, so intense as almost to be sublime in its absurdity, and exhibited their insignificance and uselessness. The Legislative Council representing in New Brunswick, the august House of Lords, and gravely demanding a corresponding dignity and rank! Can absurdity reach a higher climax? Our importance and usefulness, say the modest Council, demand a dignity and rank corresponding with the august House of Lords; but while inflated with the new born greatness of being Peers of New Brunswick, they did not even during their first Session, lose sight of their being paid, and in 1835, a little over two years after they had burst into being, they passed resolutions insisting on their right to the people's money, and upon the Assembly refusing it, they threw out the appropriation Bill, providing for the payment of the ordinary service, for improving roads and bridges, for supporting institutions of public benefit, and for enabling the Government to pay its debts, distinctly on the ground no provision had been made for the payment of expenses. These New Brunswick Lords composed of men, some of whom had been rejected by constituents, many whom had never dared to present themselves on the Hustings, and some who obtained there a refuge from popular opinion, thus early practiced and successfully played the game of self interest, regardless of the injury done the Province, and shortly after, they wrung from the Assembly the payment of their travel and attendance, which they have received to the present day.

Time has not improved the character of this body and since the infamous Act of 1868 passed, making these men irresponsible, the same system has been pursued. Could it be credited unless published under the authority of the Council itself, that Mr. Daniel Hannington, holding his appointment of Councillor, from His Honor Gov. L. A. Wilmot, under the Act of 1868, could be so inflated as to say when discussing the Clerkship difficulty. "When he mentioned privileges, he did not mean mere personal privileges, but those ancient and necessary privileges which we have derived from our ancestors and desire to hand down as an inheritance to those who are to come after us." "They are a priceless heritage and we cannot go too far in sustaining them." The graceful course the Council took in the Bliss-Botsford controversy, the unblushing assertion of childish and puerile claims, the obstinate maintaining a Clerk in defiance of law, the refusal to accept the opinion of the Crown Officers given on the subject, the forcing the government to a second reference, and again a second time upholding with pig headed obstinacy, an official discharged by the people, and all the time illegally and fraudulently including in their Contingent bill, between one and two thousand dollars a year, to pay a man for duties he had no right to perform, is beyond endurance in any free country. Where, we ask, is responsible government, if the people's money can be taken without their voice and against their expressed opinion? And where but in New Brunswick will a member of the Assembly upon asking for information, be told by the Government he had no right to ask the question as it interfered with the privileges of the Council. Hear that Electors of New Brunswick! Mr. Attorney General Vogt says your representatives must not enquire without being guilty of a breach of privilege, what money belonging to the people has been taken by the Legislative Council, or the notorious fact of the Council fraudulently snagging in their Contingent Bill, means to pension off the relatives of some of the noble New Brunswick peers, is not to be doubted at, the Legislative Council doubtless feel to be gratified.

In Echo, the Council threw out the appropriation bill, because it did not spend more of the people's money in 1871, the Council having increased in contact, themselves spend the people's money without the restraint of the people being allowed to enquire about it; and of the people's money they spend enough—more than one thousand dollars year after year is considered in paying the expenses of the Legislative Council, a sum equal to $55, for each Councillor, and a day for each day of a Session of 30 days. These noble Lords are indeed an expensive toy; if they were simply useless and harmless, the extravagant folly of continuing them, would be wicked in the financial state of the Province; they have already squeezed from the hard earnings of the Province over three hundred and seventy-five hundred dollars, a sum which if invested with interest, with the care shewn by many of their New Brunswick Peers in the arrangement of their own affairs would now amount to the generous sum of $1,500,000.

Are the people prepared to continue this?

A reference to our special Telegram from Fredericton, received since this was written, will shew Mr. Wedderburn has introduced a Bill to abolish the Legislative Council. This is a move in the right direction, and a beginning of the end of an unmitigated farce and nuisance.

NEW RAILWAY PROJECT.

To-day's issue contains a notice calling a meeting at Baie Verte to-morrow, in the interest of a proposed Railway across the Isthmus of Chignecto, from Au Lac to Cape Tormentine. We are not prepared to day to give an approximate estimate of the expense of such a railway, or of the proposed method of raising the amount necessary for so large an undertaking. Of the practical utility of such a road there can be no doubt. It would pass through a country of unsurpassed fertility, a country already well settled and developed in an agricultural point. The question "Would such a road pay?" we would like to answer confidently, "Yes," but so few lines of railway in this country do pay the interest of capital invested, besides working expenses, that that would be a wild and unwarrantable statement. Nevertheless, it is not always those roads that pay the most interest to their stockholders that are of the most public benefit. The real question is, "Would the benefits directly and indirectly accruing from such a road compensate for the expenditure?" a question that can, we trust, be answered favorably. The Province of New Brunswick will of course be called upon to contribute the carriage $10,000 per mile under the Lobster Act. The Province of Nova Scotia could, with all reason, be invited to share the expense, as sure and rapid communication with P. E. Island is of as much consequence to that Province as to this; besides, the proximity of this line to Nova Scotia makes the work one of local importance to Cumberland Co. The County of Westmorland will no doubt contribute liberally to an enterprise of such local value. The construction of this road is however a necessity to Prince Edward Island. The distance from Cape Tormentine to Cape Traverse, P. E. I., is but eight miles. In the summer season, freight, passengers and mails, could be ferried across almost hourly, and in winter this is the only route by which P. E. Island maintains communication with the outside world. Time the trade of P. E. Island may not require more lines of steamers, packets, &c., than she already possesses but she has a soil of unrivalled agricultural capabilities, and her trade and population are rapidly increasing. Who shall place a limit to her prospective growth? One of her ablest public men, only a few years ago, denounced the project of steam communication with P. E. Island as a wild and reckless speculation. What public man would dare imitate him now, and say that a steam ferry and railway at Cape Tormentine are not only practicable, but are not also absolutely necessary to carry on the business of the Island. Such a road would place Charlottetown in daily communication with St. John, Halifax, Pictou, &c., &c. In winter, the present means of transit—an open row boat, constructed to be used as a sled when fields of ice are met with—are rude and primitive in the extreme. The exposure to cold and wet, and storms, in such conveyances, would terrify a bold traveller. The danger, too, is often great, accidents do happen, and more would occur were not the utmost caution and skill exercised by the hardy sea-faring men in charge. Such crude and dangerous conveyances belong to the past. The day is coming when the resources of Engineering science will be tested to provide a safe and speedy winter route for passengers and freight between Cape Traverse and Cape Tormentine. A railway to the latter point then is necessary to the national advancement of the Island. Their people must, indeed be lacking in enterprise and foresight, if they do not make the construction of this road one of the conditions of their treaty on becoming a part of the Dominion.

The distance from Au Lac to Cape Tormentine is about 32 miles, making the distance from Charlottetown to St. John, miles, and to Halifax, miles.

OUR HOME INDUSTRIES.

MARKS & MERRIMAN'S CARRIAGE FACTORY, PETITCODIAC.

Our Petitcodiac correspondent sends us some local items from which we select a description of Marks & Merriman's Carriage Factory. It is situated near the Railway Station.

The Company own a large, commodious building fitted up with all the modern appliances and labor-saving machinery necessary to facilitate the operations of these enterprising Carriage Factors.

The woods used are all imported Ash, Hickory and Oak. I noticed a very beautiful style of carriage in willow or Basket pattern which for lightness, strength and gracefulness, cannot be surpassed. There are also covered carriages, single and double, Pony Phaetons, &c. I noticed some beautiful Boxes in the piano style. The painting and trimming as well as all the other branches, are done in the premises, and cannot be excelled on this continent. The proprietors informed me that in a month or two they will have built 100 carriages which for lightness, durability and cheapness, cannot be excelled in the Provinces. During the last season carriages from the Factory were bought in St. John and other parts of the Province. My attention was called to a Beautiful Pleasure Carriage the wheels of which were said to weigh only 28 pounds.

STEWART'S QUARTERLY.—The January number of the above Magazine is on our table. In its contents we notice an article on "Thomas Carlyle" by Dr. Clark; "Notes of a trip to the old Land," by Rev. Mr. Harvey, of Newfoundland; "the Three Ages" by Prof. J. J. Cameron, of Kingston, Ont.; a lengthy review of Wm. Murdoch's New Book, "Poems and Songs," Popular Aesthetics by Prof. Gray, the Dependence of mind upon matter; Physical Training; about some old girls; some Love Lilyls. We regret that Stewart's Quarterly ceases with this number. During the five years of its existence it has been conducted with undoubted ability. It has not been a pecuniary success owing to the fact, that its standard of excellence was far above the popular taste, and its class of readers was therefore necessarily restricted.

A NEW SYSTEM OF COPYING LETTERS.—Messrs. Connolly and Kelly are bringing before the public an article which, when it becomes generally known, will be largely used by business men. It is a new system of copying letters without the use of a press or of water. The letter book is made of a peculiar paper, prepared for the purpose, and the ink used is also of a peculiar kind. When a letter is written, it has only to be placed under the leaf of the book, which is then pressed with the hand, and a perfect copy is obtained, which in a short time, becomes intensely black. We have tried the process, and recommend it as simple and efficient.—*Halifax Paper.*

Our Fredericton Letter.

FREDERICTON, March 18th.

I don't know that you will get this letter next week or not, but if you don't you must blame the snow drifts. I have been reflecting on the suspense which these same snow drifts would cause were it not that the telegraph wire bridges them over, and carries the news far and wide in spite of them. The country has learned by telegraph that Hatheway—the veteran poker player and defender of the faith," as Willis spitefully styled him—escaped being roughly handled by friends of Sectarian Schools, and there has been no little excitement caused thereby. The men who did it were partly intoxicated at the time and it is all put down to that, but, whatever failings may be charged upon Hatheway, the attacks on him were none the less to be deprecated and guarded against. "Honest John" appears to have come to grief just a little. On Monday while Hatheway was making his speech, he charged McAdam with going to his office last year, and stating that he owed the Board of Works $151, for money advanced, over and above Charlotte's share by the bye-road money. He said he had borrowed that sum from the Board of Works to pay for bridges. The warrant was given, and "Honest John" took it to the office of the Board of Works, and instead of paying the debt, he got a check from Mr. Coy, Board of Works Clerk, and drew cash in full for it—$151. Hatheway said he had since learned that Charlotte had got overdrawn, and that McAdam had not overdrawn, and that there were no returns to show that any extra work had been done, and in fact he would have to call on Mr. McAdam to rise and explain why he had got the money on a misstatement and what he had done with it.

McAdam said he would explain next day after he had looked among his papers for the vouchers, which would prove his innocence. He said he had never before been called a liar or a robber.

Next day he rose to explain and said the documents and vouchers were on way from Charlottetown to Fredericton, or they would be found in the Auditor General's office. He gave no further explanation and has not been in the House for the last three or four days. Some say he is looking for those vouchers and others say he is disgusted with Willis and Gough and their party, with whom he has recently allied himself. The latter is probably the case, especially since Thursday, when a letter from Gough to the Attorney General, in which the former says he would not enter a government with McAdam in it, was read in the House.

The speech of the Attorney General, which lasted from Tuesday afternoon until Wednesday evening, was a remarkably fine effort. There were no retailings of private and personal conversations, no reading of private letters, or empty declamations, but from beginning to end it was a grouping together of facts and a drawing of argument therefrom, which could not fail to convince; and when he left the defensive and attacked the position of the Opposition on the question of the School law, showing the world-wide agitation now being made by the Catholic hierarchy and their conduct throughout the Province on the question of Education, he carried the conviction to every honest mind that the protestations of the Catholic members that they had "accepted the situation" was a delusion and a sham.

Palmer's honest declaration that there was no way of resisting the conviction that the School bill would not be safe an hour in the hands of the opposition showed that he had no idea of jeopardising his unsectarian amendment of last session. Wetmore was the only Catholic who came out honestly. He said, "Last year I think we got our rights, and may be able to keep School under that Law, but they pass amendment, and I vote against it—*against non-Sectarian Schools*—but the amendment allows Board of Education to make Regulation against Catholic Schools, and I vote against government for that. I think they do right in everything else.

Gough's Speech was a failure—the poorest effort he ever made on an important subject, but he has been worked so hard keeping his party together and whipping up those who show signs of deserting him that every excuse should be made for him. He was, as usual, bitter and sarcastic, voluble and abusive; he was called to order once by the Speaker and when he called on Hatheway to answer a question, and Hatheway rose and commenced to do it he tried to gag him off. The Speaker ruled that Hatheway had the floor, but Gough endeavored to drown Hatheway's voice by himself continuing to speak. Cries of "Chair," "Chair," resounded through the House and Gough's crying out—"O's stick a chair down your throats." Subsided.

THE COURT HOUSE.

The Sessions meet next Tuesday, when the above matter will be discussed. The dimensions of the Court House, proposed by the Committee is 62x56 and 30ft. post. The upper story is to contain Court Room and Judges and Barristers rooms. The lower story, Jury, Session and Clerks rooms. The expense is variously estimated. Mr. McKean, architect, who built the Court House at Hampton, estimates it at $14,000. R. Cause, Esq., one of the Committee, makes the estimate $20,000. Other members of the Committee at $13,000, as follows: quarrying 500 yards of masonry, $3 per ton; making walls, &c., $5 per ton. Total cost of walls, $1000. Cost of slate or tin roof, $2,000. Finishing inside $4,000. Incidentals $3,000.

A well informed correspondent who has written towns on this matter puts the cost at $25,000. He also reflects severely on the conduct of the five Dorchester Justices and Justice Lorrison, who on the 29th ult., at the close of three days rain storm which blocked roads, stopped all travel and prevented any attendance, assumed such absolute jurisdiction over this Country as to decide to build a Stone Court House! He speaks of two of the Justices, Messrs. J. H. Brownell and R. Lorrison, being about to leave the Province; two more of the Justices who never took the "qualification oath" until the morning when the Court House matter came up. He also states when the Committee was originally appointed by a vote of 18 to 24—Botsford had no representation, Sackville 3 or 4; Westmorland 4; Salisbury 4; Sackville 3; (all in opposition but one); and that the recent action of the Dorchester Justices contains the idea that the advocates of the New Court House are afraid to rest the question on its merits. He concludes by asking if the 115 Justices of this County are going to have their powers assumed by a minority of "four" residing at Dorchester Corner, whose personal interest in the construction of an imposing stone Court House, and the expenditure of thousands of dollars, there ought to have made them, as legislators somewhat delicate about taking so prominent a part. We regret, we have not space to insert the letter in full to-day. We reserve it for further use, suggesting that other parts of the County, besides Dorchester, be allowed to "say their say" before the County is taxed.

If a stone Court House will cost $12,000 more than a wooden one, as some of the Justices assert—then we must raise our voice against it. If, however, as others assert there are only $3,000 difference, as one of the Committee asserts, by all means let us have the more imposing and substantial structure. We trust the Sessions will not go headlong into expense, without having before them reliable and accurate estimates prepared by disinterested and practical men.

INQUEST.—An inquest was held at Bay Verte, 19th inst., before Justices Read and Munro, on the body of the late Samuel Goodeen. There were several black and blue spots, and some congealed blood on the head of deceased, which gave rise to the necessity of holding an inquest. At the inquest, Dr. Chandler said, after examining the body, that he found "certain marks about the head which might have been productive of some serious injury of the brain." Therefore an examination was made of the brain and skull. After a careful examination, only a slight congestion of the brain was observed, such as that "which is frequently found in deceased persons." The external bruises were satisfactorily accounted for by several evidences, showing that deceased, being an old man, 84 years, and subject to dizziness, frequently fell and received bruises. Consequently, the verdict of the Jury was, that he died by the visitation of God.

OFFICERS FOR DISTRICT No. 12, Botsford, for the coming year, are William Amos, David McKay, Thomas Amos, also Secretary; John Walsh, Auditor; $100 was voted at the annual meeting at subsequent special meeting, 40 dollars was added to that amount. Total for Teacher, $200. The School House formerly held in shares was sold to the District for $300. Total to be taxed on the District, $500.

TELEGRAPHIC.

LEGISLATIVE PROCEEDINGS!

A Summary of Bills!

THE BUDGET!

A Good Surplus!

M. Allison's Grant to be Withheld

Bill to Abolish Leg. Council!

Special Despatch to Chignecto Post.

FREDERICTON, March 27.

Gough has introduced a Bill to incorporate a Company to build a Railway from Chatham to Fredericton; a bill has been introduced to incorporate grand and subordinate Orange Lodges of New Brunswick. After long discussion, the House in Committee hoisted a Bill by White to extend jurisdiction of Justices in civil suits all over the County in which they reside. A Bill to incorporate Albert and Westmorland Stream Navigation Company; a Bill requiring all Magistrates to make returns to Clerk of Sessions, of cases before them under summary convictions Act; a Bill to incorporate Albert Railway Company; a Bill to extend time for commencing Albert County Railway and for existing Act, six months, have all been agreed to.

Stevenson has introduced a Bill to provide for free grants to actual settlers. Quite a long debate yesterday on resolutions, by White and Hannington, relative to ascertaining cost of new Legislative Buildings and sale of old ones. White for and Hannington against proposition. Hannington's resolution referred to, proposed Legislative Union of Maritime provinces, was argued against New Buildings and brought up discussion on the subject. King, Gough, Hatheway, Hannington, Lindsay and others spoke favoring the idea of Union, and resolutions were withdrawn.

Budget was submitted yesterday. Last year's receipts 451,356 dollars, twenty four cents, available income for seventy-two, 501,000 dollars, seventy-eight cents. Estimated expenditure 472,002 dollars, eighty-one cents. There are 91,531 dollars, ninety-seven cents over appropriations. In his speech the Secretary congratulated House, the Province being 117,317 dollars, eighteen cents, better off than last year. All special grants to Educational Institutions are swept away, including those to Mr. Allison. Twenty thousand dollars are appropriated for purposes of immigration. The far surplus this year is due to the stand taken by the Dominion for Immigration and Railway Iron, to excess in Lumber export duty, and behalf on the Commercial Book. Progress has just been reported on Adams' Bill, requiring signatures to petitions against issuing Liquor Licenses in any parish to be authenticated on oath before clerk of the peace. Secretary announced in the House this afternoon, that he just heard from St. Stephen, and that small pox exists there to quite an alarming extent. Donald's family are down with it. Government has directed Mayor to spare no pains or expense in keeping down the disease. Wedderburn introduced a Bill to abolish the Legislative Council and to make other provisions relating thereto. Speaker's Ball comes off in City Hall on Good Friday week. Railway communication with St. John, opened yesterday. Raining here now after snow this morning.

STORMS AND STORMS.—The experience of a few weeks past leads one to imagine that the days of fine weather, if they have not entirely ceased to be, only appear occasionally to intensify the depressing effect of the howling of the tempest. The record of the past week may be stated thus:—Thursday, fine; Friday, fine; Saturday, fine; Sunday, a violent north Easterly snow storm. Monday, Tuesday, Wednesday and to-day have been fine. A mail stage arrived from Dorchester on Sunday, coming through in nine hours. The English Steamer arrived in Halifax on Monday night, and owing to the snow storm having blocked the railways in Nova Scotia as well as New Brunswick, it being sent through to St. John by teams. Large gangs of men have been shovelling the track both on Eastern Extension and E. & N. A. Railway.

MIRAMICHI, is to be connected with Liverpool, England, by direct steam communication. The Hon. Mr. Muirhead, of Chatham, has arranged with the Allan Line to that end. It will be of great advantage to the North Shore.

LOCAL AND OTHER NEWS.

D. A. D. CLUB perform at the Court-House, April 5th.

PUBLIC WORKS Report has been received from Hon. Mr. Cole.

THE TRAIN is expected on time to-night, and to-morrow (Friday) will run as usual.

The Statutes are to be codified. The "job" is to be done by Messrs. Morrison & King, St. John.

TO SUBSCRIBERS.—Our Dorchester friends can find receipted Bills at A. Robbs, and our Amherst ones, at Chipman's Book Store.

The time for receiving tenders at Ottawa, for the Station Buildings at Truro and Moncton has been extended to 4th prox.

ATTORNEY GENERAL KING it is said is about to retire from the Executive and Mr. Wedderburn, M. P. P., is to take the Attorney Generalship.

DEATH OF MRS. I. E. BILL.—The St. John papers announce the death of Mrs. Bill, wife of Rev. *I. E. Bill*, editor of the "Christian Visitor."

THE TRACK LAYERS on section 4 have suspended operations owing to the snow, and the ballast contractor, Mr. Fraser, has left for New Glasgow on Snow Shoes.

RAILWAY AND STEAMBOAT GUIDE for February, 1872, has been received. It is published by A. Inglis Harrington, Halifax. It contains information about Railways, Steamboats, Hotels, Stages, descriptive matter relating to important places and a map of N. B., N. S., and P. E. Island. Price 25 cents.

I. C. R., IN N. S.—Mr. David Douglas, the acceptance of whose tender for the erection of Station Buildings at Little Forks we noticed a few days ago, has commenced work, and has the foundation stones ready on the ground. Considering the locations, this looks like "jamming" the work ahead.

OUR DORCHESTER LEGISLATURE.—We clip the following from the *Tribune*:—"On the Want of Confidence motion, Blanchard spoke against the Government, and charged Napier with appropriating three hundred and forty-nine dollars of bye road money. Napier got in a great rage and called Blanchard a dirty skin."

COMPLAINTS are made that most of the Country Mail Carriers do not make the slightest effort to perform their duty. Between the late storms most post roads have been passable, and there is no excuse for continued delay. Carriers neglecting their duties are punishable by fine—but fines even if levied are a poor recompense to people who for weeks have been deprived of all mail matter.

The Albert County Railway—Some Facts Concerning the Scheme.

The leading men of the County and of Salisbury and Petitcodiac are taking an active interest in the scheme, and will urge it on the people and the Legislature. Hon. Senator McCleian and Dr. Palmer, M. P. P., are earnest supporters of the road, and most of the mill-owners and lumbermen of Albert are counted among its friends. There is a difference of opinion as to the point of connection with the E. & N. A. Railway, some favoring Salisbury, others Petitcodiac, and a limited number preferring a compromise between the two. In the event of Petitcodiac Station being selected, the capitalists of this thriving town offer to take $25,000 of the Company's stock. It is estimated that a line from Petitcodiac via Pollett River to Hopewell, say 33 miles, will cost under $180,000, stocked, ready for working. By this route nine or ten lumber mills would be tapped; and the opening of the road would undoubtedly lead to the increased development of the product of these mills, and the building of many more. It would open out a splendid tract of country, both for cultivation and lumbering, the existing settlements being highly prosperous, but requiring a winter market for their produce. The road would also pass near the Oil Shale deposit of Baltmore, which must yet become a very valuable property.

Of the $180,000 required, the parties interested expect the Local Legislature to give $10,000 per mile, or $330,000 in all, under the terms of the celebrated Railway Lobster Act, the promoters holding that the pledge at that time given by the Legislature should be treated as still binding, the same reasons existing for this practical aid being extended now as existed when the Legislature, a year or two ago, agreed to extend the time under which the Company might commence operations. The County is expected to assume $70,000; and the remaining $80,000 will be furnished by residents of the County and the towns on the E. & N. A. Railway that are most interested.