being in the finish and the place has a cloistered look inviting to the repose which the recluse and the book-worm would enjoy. The books are in cases facing each other on both sides of and opening out from the main room, thus forming little nooks or rooms into which the student may retreat. The library is 48 by 36 feet, and the seven thousand volumes which it contains go a very short distance towards filling it. There is a private library room, 16 by 16 feet, where the books are stored which are supposed to be most sought after by the members of the Legislature, and which will be a pleasant place of retreat for the privileged people who desire to converse in privacy. In connection with the main library is a fine vault 7 by 16 feet. The building as a whole is a very good one, lacking, perhaps, in fine finish, but nevertheless affording a good return for the money spent.

The original contract of Wm. Lawlor, Esq., of Chatham, the builder, was for $68,800, but probably his total bill will be about $85,500. The cost of the building and furnishings will exceed $120,000. The first cost of the gas fittings was about $2,200, and to this is to be added the 30 per cent. duty. Mr. J. C. Dumaresq, of St. John, was the architect, his plans being awarded first prize in the competition in 1880.

It is hardly worth while to go into details of the make of the black walnut library cases, desks, chairs, etc., further than to say that the chairs for the Assembly room, made by Burnham & Co., are pleasing and even artistic in appearance and comfortable to sit in. The desks are pretty, but are not strong enough for the use to which they are put. Of carpets there must be over a mile and a half,—somewhere between 2,500 and 3,000 yards, of fine quality Brussels, of rich patterns and of almost every shade and hue, imported by Fredericton, St. John and Moncton houses, and exciting the admiration and envy of the ladies who visit the place. It is just a question whether all of these rooms needed carpeting.

OPENING OF THE LEGISLATURE.

On Thursday of last week, His Honor, Lieut. Governor Wilmot, opened the legislature with the following Speech:—

Mr. President and Honorable Gentlemen of the Legislative Council:
Mr. Speaker and Gentlemen of the House of Assembly:

I am happy to be able to express to you my full appreciation of the auspicious circumstances under which we meet. The affairs of the Province appear to me to be in a very favorable position; our people are reaping the rewards and advantages of their industry; the labors of the farmer have been followed and crowned with the blessing of divine Providence; and the commercial and trade depression, which for so long a time was so general and injurious, is rapidly leaving us, if it has not already wholly passed away. We should be devoutly thankful to the Supreme Giver of all good for these manifestations of His mercy and goodness toward us.

I congratulate you, also, that the provision you made for the construction of Legislative Buildings has resulted in the completion of this handsome and commodious edifice. I trust and think it will be found well adapted for the purposes to which it is to be devoted, and a fitting place for the meeting of the representatives of the people in the Legislature of their own Province. While it is our duty to preserve steadfastly our internal and independent rights, in legitimate subjection to the recognized functions of the Federal authority under the Constitution, it is equally important to maintain those institutions which are essential to the efficiency of the service and the good government of the Province, with the dignity becoming their importance, at the same time having due regard to economy consistent with our financial ability and public acquirements.

You are aware that a good deal of attention has—and particularly of late years—been given to the agricultural affairs of the Province. For some time past my advisers have devoted much time to their consideration. It is quite to be expected that in a young country like ours, great interest will be felt, especially by the younger portion of the population, in all those subjects which are intimately connected with the welfare of the Province and their own success in life. This is a subject peculiarly within our competence and jurisdiction. The right discharge of our duties in relation to agriculture will necessarily afford additional incentives to our young men to settle themselves contentedly within our boundaries on our valuable lands so easily accessible to them. This is a matter of present and pressing importance. I believe the policy of my Government on this subject has thus far not only received your approval but also the approval of the people at large. I am glad, therefore, to assure you that the money granted by you during the last session for the importation of improved breeds of stock has been expended in a way which I think warrants me in hoping for gains and improvement in that department of agricultural work. In continuation of that policy, and influenced also by convictions matured after careful consideration of the opinions of the Board of Agriculture, and of Agricultural Societies, and of leading agriculturists, my advisers concluded to lease for a term of years a property to be used as a Provincial stock and breeding farm, and to utilize a certain portion of the recent importation of cattle for stocking such an establisment. The papers relating to these subjects respectively, will be laid before you at an early day, and I confidently rely upon your sanction of a transaction so deeply associated with the public weal.

The further settlement of the Public Lands is a matter of great importance, and my Government have fully understood the desirability of obtaining and disseminating accurate information in relation to them. It is understood that the general geological survey now proceeding under the direction of the Federal Government is approaching completion, and I have no doubt the publication of the results of the survey will place us in possession of valuable knowledge of the geological and other characteristics of our lands—of which it is the intention of the Government to avail themselves as circumstances may suggest, so that all additional desirable information may be brought within the reach of intending settlers in a practical and convenient form.

Mr. Speaker, and Gentlemen of the House of Assembly.

The accounts of the income and expenditure, of the past year, as well as a statement of the receipts and payments of the current year up to the opening of the present session will be laid before you.

The estimates of the probable income and of the necessary expenditure for the current year will also be submitted to you, and I think you will find the estimates of expenditure have been prepared with a due regard to the public service.

Mr. President, and Honorable Gentlemen of the Legislative Council:
Mr. Speaker, and Gentlemen of the House of Assembly:

Bills relating to the collection of debts in amendment to the Acts relating to County Courts, whereby increased jurisdiction may be given to such Courts; conferring additional powers upon Trustees of Schools, and by which the building of school houses may be rendered less burdensome to ratepayers; and other measures of importance, will be laid before you, and to these I invite your careful consideration.

Commending you to Divine direction, and trusting in your wisdom and patriotism, I leave you to the discharge of your honorable and responsible duties.

His Excellency had quite a brilliant staff, including Col. Drury. Col. Street, his aides de-camp, Lt. Col. Taylor, Col. Marsh and others. He looked well and read his speech with good effect. The day was remarkable fine and the streets thronged with people, while flags were flying from every point, and there was much enthusiasm. The Guard of Honor was composed of Capt. Loggie's company, with Lieuts. Hazen and Pinder.

BUSINESS NOTICE.

The "MIRAMICHI ADVANCE" is published at Chatham, Miramichi, N. B., every THURSDAY morning in time for despatch by the earliest mails of that day.

It is sent to any address in Canada, the United States or Great Britain (Postage prepaid by the Publisher) at the following rates:—

If paid in advance, - - - - $1.00.
" " within 2 months - - - $1.50.
" " after 2 months, - - - $2.00.

Advertisements are placed under classified headings.

Advertisements, other than yearly or by the season, are inserted at *eight cents* per line nonpareil, (or eighty cents per inch) for 1st insertion, and *three cents* per line (or thirty-six cents per inch) for each continuation.

Yearly, or season, advertisements are taken at the rate of *Five Dollars* an inch per year. The matter in space secured by the year, or season, may be changed under arrangement made therefor with the Publisher.

The "MIRAMICHI ADVANCE" having its large circulation distributed principally in the Counties of Kent, Northumberland, Gloucester and Restigouche (New Brunswick), and in Bonaventure and Gaspe (Quebec), among communities engaged in Lumbering, Fishing and Agricultural pursuits, offers superior inducements to advertisers. Address

Editor "Miramichi Advance," Chatham N. B.

Miramichi Advance,

CHATHAM. - - - FEBRUARY 23, 1882.

FREDERICTON NEWS, including part of a description of the new Legislative Building and the Ball, will be found on our first and fourth pages.

COLD WATER:—The people generally who are interested in the proposed Bridge over the Southwest will remember the unfriendliness of the *Advocate* to that much needed work.

THE LEGISLATURES, both at Ottawa and Fredericton, have, so far, made little progress with anything but the most ordinary routine business.

At Fredericton the Address has been passed without division. Rumors of Mr. Elder's defection from the Government side appear to be unfounded, although it is difficult to understand how he puts up with the treatment he receives at the hands of such allies of the Dominion Government.

THE VALLEY RAILWAY:—We observe that some of the papers are hinting at a possible alliance between those interested in the Central and Miramichi Valley Railways. The two lines are not in any way or at any point identical. Let each present its claims for Government aid on its own merits. When a railway is built between the North Shore and Fredericton, it must come by way of the Valley and not leave the Valley at Boiestown or Doaktown as the Central people propose.

Admonitory.

Advice is offensive, not because it lays us open to unexpected regret, or convicts us of any fault which has escaped our notice, but because it shows us that we are known to others as well as ourselves; and the officious monitor is resented, not because his accusation is false, but because he assumes the superiority which we are not willing to grant him, and has dared to detect what we desire to conceal.—*Ben Johnson.*

It will be just as well if our neighbor, the *World*, should correct its morals, while it is young, and learn to understand that it cannot gain the confidence of the community by indulgence in prevarication. We expected, last week, that when we reminded it of some of its mistakes, it would thank us and try to do better, but by denying what can be proved from its own columns and falling into the errors it declares its intention to avoid, it renders it necessary for us to refresh its memory in order that it may the better understand "what is truth?" Last week we said:—

It (the *World*) openly proclaimed itself the business successor of the *Star* by advertisement in its own columns. It cannot now, by withdrawing the advertisement and making a tearful denial, cancel the responsibility it assumed. * * *

Replying to this the *World* says—

The *Advance* violates once more the commandment * * * by asserting that THE WORLD "openly proclaimed itself the business successor of the *Star* by advertisement in its own columns." This is untrue."

Turning to several issues of the *World* preceding and including that of 8th inst., we find the following, in what is considered the most prominent position in its columns,—

"THE WORLD is sent to all the subscribers to the *Star*. Those who desire it continued will please remit promptly.—Those who do not will oblige by returning the papers."

If the above paragraph from the *World* does not prove that it proclaimed itself the business successor of the *Star*, then it has no meaning, whatever. This, therefore, disposes of the *Worlds'* denial No. 1.

The other alleged "untruth" with which the *World* challenges us appeared in the ADVANCE last week. It is as follows:—

"Its (the *World's*) columns also contained a long defence of the Church Street tank and though it may, repent of having published such defence, and water is repentance with genuine tears, its responsibility remains the same."

Turning to the *World* of Jan. 18th, we find, in the 3rd and 4th columns of the third page, a special defence of the Church Street tank. True, it is in the form of an anonymous letter, but as it is quite well known that papers are responsible for what appears anonymously in their editorial and local columns, unless they expressly state the contrary, the *World* cannot rid itself of its responsibility—much less is it justified in asserting that it published no such defence. Respecting the location of the tank, we find, at the date and in the columns mentioned, the following:—

"When the Fire Wards came to recognize the place best adapted for the situation of the tank, they decided to have it on the upper side of the brook, thereby avoiding the obstacle which would necessarily have to be encountered with the brook. They would be obliged to build a dam and change the passage of the water by digging a new channel."

Next came a defence of the depth to which the tank is sunk, as follows:—

"The next thing was that the tank was not sunk sufficiently deep. Well, as it is now, when the job is finished, and sufficient clay is banked around the tank, it will be only 18 inches above ground, which will be done in the spring. At that height, no other position would so well accommodate the fire engines. Another thing, it would not be susceptible of being made a bye-word, as the one on Duke street very often becomes, in winter. A tank should always be seen and not covered over at every snow storm."

Then, we find the following respecting the earth, stones and other material excavated and scattered over Church Street:—

"We might easily know that when mud and clay would be put on a street in winter, it could not be spread in the very best way desired. Nevertheless what was done on that street was a commendable act, and the person who caused it to be put there deserves the people's thanks, for a worse road is not to be found in the town. It is so low that after every rainstorm it presents a very sad spectacle, and it would be well were there another foot to be added to what was already put there. In the meantime it will be well to add that it satisfies the Fire Wards, Architects, and Inspector, and there is no reason why the public will not be equally satisfied."

Now most people will agree that the three extracts given above, which we have taken, word for word, from as much more on the same subject in the *World's* columns, justify our assertion that they contained a long defence of the Church Street job. Consequently the *World's* flat denial in the matter will not tend to inspire the local public with confidence in its veracity. The fact is—the ADVANCE had condemned the Church Street reservoir as a job reflecting discredit on all connected with it, and the *World* thought it could gain a little favor in certain quarters by defending it, and it went into the matter blindly. Instead of acknowledging its error, it hopes that its readers will forget what its columns contained and accept its barefaced denial. That kind of tactics wont work, however.

We would not devote so much space to what is, of itself, a small matter to us, but for the fact that the *World* has an opportunity to be useful in the community and we desire to correct its mistakes and point out its errors, in the hope that if it does not love the truth for truth's sake it will mend its ways on learning that its power for doing good will only be in proportion as it shall deserve the respect and confidence of those among whom it is published.

Last week we made the following reference to a little error of the *World*.

DOES IT KNOW?—The *World* is spoiling for a fight with the ADVANCE and makes the following admission:—

"We uncharitably supposed, when we saw a couple of untruths in its references to this journal, that it was knowingly violating the eighth commandment, but now it appears from its own query that it really doesn't know what truth is."

The eighth commandment reads:—"Thou shalt not steal"! Perhaps the *World* will explain the connection between that commandment and its charges against the ADVANCE.

Referring to this the *World* of last Saturday says,—

The *Advance*, as though it were an Œcumenical Council of itself, sneers at our reference to the commandment against lying as the eighth, and informs the ecclesiastical world that the Œcumenical Councils, from the first at Nice to the last at Rome, were all wrong in their numbering of the commandments. The *Advance* dogmatically says: "The eighth commandment reads:—'Thou shalt not steal'!"—So it does, in the catechism the editor of the *Advance* is familiar with, but in the catechism used by much the largest of the Christian churches the eighth commandment reads: "Thou shalt not bear false witness against thy neighbor." The *Advance* did not, we believe, intentionally sneer at this arrangement of the commandments as wrong, but was merely ignorant of the fact that the catechism of its editor's church differs from others in this particular. The *Advance* should broaden its ecclesiastical horizon. It is evidently very narrow."

There was nothing in our paragraph to put the *World* in a bad temper, and justify its assertion that we "sneered" at its reference, or asserted that the Œcumenical Councils referred to were "all wrong;" nor will it appear that the *World* has displayed good taste in referring to "the catechism the editor of the ADVANCE is familiar with." The ADVANCE does not require to appeal to any particular catechism to sustain its reference to the eighth commandment in the Decalogue, which stands in the Authorised Version of the Old Testament, as well as in the Septuagint in the order stated by us. In the same issue of the *World* which contains its quibble on this subject, we find the following in reference to its predecessor, the *Star*:—

"That paper was the medium through which its editor's personal, political and ecclesiastical likes and dislikes found expression. The WORLD, we need not inform our readers, is not a paper of the same kind. Its editor's purpose is to keep his personal prejudices and ecclesiastical opinions out of its columns."

When we read the above and the *World's* reference to "the catechism with which the editor of the ADVANCE is familiar," we detected an amount of inconsistency and a want of charity which we hardly expected to find expressed by the pen of the editor of the *World*. The editor of the ADVANCE recalled the time when the editor of the *World* edited, with great unction, the *Presbyterian Advocate*, and we thought of the horror with which the readers of that staid, but now defunct exponent of the Covenanters' dogmas and principles would have received his declaration that the Councils of Nice or Rome were better authority in their numbering of the Commandments than the Septuagint or Authorised Version of the Bible, and even local readers, in view of the *expose* we have made affecting said editor's repudiation of the *Star*, will now not only believe that the *World* is that paper's business successor, but that its editor has also accepted the creed—"the ecclesiastical opinions"—of the *Star's* editor, although, in the same issue, he repudiates any such intention.

Southwest Highway Bridge Meeting.

A largely attended public meeting was held in the Temperance Hall, Nelson, on Monday evening last, for the purpose of considering the subject of a highway Bridge over the Southwest Miramichi.

Geo. Burchill, Esq., was elected Chairman, and Mr. Thos. W. Flett, Secretary.

Chairman Burchill stated the object of the meeting and said attempts had often been made before to secure a bridge over the lower Southwest Miramichi but they had received the cold shoulder from the Government, but he hoped that this renewed attempt would meet with better success. It seemed unnecessary to discuss the claims of a work, the necessity for which was so apparent for the accommodation of the people of both branches of the river. The question was not a sectional one and the wonder was why the bridge had not already been built. He referred to old political feuds of the County in the time of Messrs. Rankin & Street, which had prevented the claims of the people of the Southwest from being recognised, while those of the residents of the County interested in the bridge over the Northwest were promoted. Respecting the cry raised in the Government interest that means could not be found for the work, he said it was not founded in consistency, because when railways or bridges were wanted on the south side of the province there seemed to be no objections made to large drafts from the public purse. That purse was largely filled by the contributions of Northumberland in the form of the stumpage tax. The lands of other Counties had been given away to private companies to aid local undertakings for the better accommodation of the people, while Northumberland's people were still contributing the income of their lands to the Province at large. This question must be urged upon the notice of the Government and Legislature in such a way as to show that the people are united in reference to it and will act unitedly for or against legislative candidates as the latter may either favor or oppose the object of the present meeting. [Applause.]

Councillor John P. Burchill said he observed the Warden of the County, Anthony Adams, Esq., of Northesk, among those present, and he believed the meeting would like to hear that gentleman's views.

Warden Adams, who was received with hearty applause, first referred to his being a comparative stranger to nearly all present, but said he was always ready to express his views anywhere and at any time on any subject affecting the interests of the County. He quoted:

Breathes there a man with soul so dead
Who never to himself hath said
This is my own—my native land.

and said it was the duty of every man in the County to work together for the promotion of all objects having the general good in view. Northesk was bounded on the north by cold, unsympathetic Gloucester, it had on the south its twin brother, Southesk, on the east it had Newcastle, and now it wanted, by aid of the proposed bridge to join its sister, Nelson [applause] and it was to promote the construction of the needed link that this meeting was called. He agreed with the chairman that whenever railways or bridges were wanted on the south side of the Province the Government could find money for them. When the company who had constructed the old Suspension Bridge over the St. John River at the Falls wanted to get rid of it, the Government soon found the necessary $60,000 and when the Grand Southern Railway running out of St. John demanded $5,000 a mile as subsidy there was no plea of poverty raised by the Government, and it was just as well for the Government to understand that the people of the Miramichi were not to be longer put off but now demanded what was due but had been long witheld. After referring incidentally to the Miramichi Valley Railway, which he said was a question of even more importance than that of the bridge, he said he thought there was a pretty general agreement that the site of the proposed bridge should be just below the present Railway Bridge. He thought there was some justification for this bridge not having been built before by the Government, because of party and local jealousies which had existed and prevented agreement on the subject amongst the members for the County. Now, however the people could, no doubt, show that they were unanimous. Derby, which was much interested in the Valley Railway would, he believed, agree that the claims of the Bridge at the site mentioned were greater than those of any that could be built further up-river, and that parish would join to promote the object of this meeting. He deprecated the selfishness of the St. John *Sun*, which put forward the plea of government poverty just at the present time, simply because the Valley Railway was not to run to that city. It might do the same thing in reference to this bridge, because it did not touch St. John at one end or the other. The cost of the proposed bridge would be only $15,000 or $20,000 at the furthest. After referring to the contributions of Northumberland to the Crown Lands revenue, he said the lumberers, farmers, and fishermen on both sides of the Miramichi wanted a fraction of their money back. They were determined to ask for the bridge and the Valley Railway as well as other requirements. Surely if they asked for all they must receive something—at all events, it was their duty to ask. In conclusion Warden Adams complimented Nelson on the appearance and conduct of the meeting and after addressing a few words of encouragement to the younger portion of the audience said they would yet insist on Northumberland receiving better justice than she had in the past at the hands of the Government, and he was sure that, by and by, when he ran for the legislature they would all vote for him. (Cheers.)

There were now calls for Councillor Burchill, who named several older residents of the parish than himself who were present, and said he would have liked to hear from them, but as he was on his feet he would say a few words on the subject before the meeting. He deprecated references to the Valley Railway at the present time, as this meeting was called to promote the construction of a highway bridge. He admitted the importance of the proposed Railway, but said Warden Adams would find the Bridge as important to his own interests and those of the County at large as the other undertaking.

The people of Derby had been referred to as being much interested in the Valley Railway being built through that parish, but he would ask what benefit the road by that route would be to the whole district south of the Southwest river, if they were not to have a highway bridge near the Intercolonial by which to reach it? It was, therefore, fair to say to the Derby people:—"You must help us in this matter and we will help you with the railway." He referred to former presentations of the claims of the bridge upon the Government, to the fact that the Northwest was already spanned by three bridges in a distance of less than thirty miles from its mouth, while there was not yet a bridge on the Southwest nearer the mouth than Blackville. This did not speak well for the interest the representatives of the County had felt in the people who had elected them, and it was now the duty of the latter to push their claims persistently and earnestly. The local jealousies that had been referred to had all, or nearly all, died out. He had been talking of the bridge question in Newcastle that day, and leading people there were of opinion that Newcastle, in common with other towns, would be benefitted by the erection of the proposed bridge. He had requested the editor of the *Advocate* to attend this meeting and received a note from him which he read. This stated he could not be present, but if a short report of the meeting were prepared and sent to the office early the following day he would insert it, and he wished the proposed bridge every success. Influential citizens of Newcastle had told him that the people of that town would sign a petition to the Government and legislature in favor of the bridge, and these same gentlemen had promised to give their time and personal influence in securing signatures. Chatham would be benefitted equally with Newcastle by the bridge, as ferry delays would be avoided by its citizens and sure communication between that town and points on the North side of the river maintained all the year round. This would induce Chatham to exert an influence in favor of the bridge with the members of the legislature, which would go far towards securing it.—The same benefits that Chatham, Nelson Newcastle and Douglastown would derive from the bridge would also be derived in a proportionate degree by other places on both sides of the river. He asked the meeting to consider the sums those engaged in the lumber industry in Nelson had paid into the provincial treasury in the way of Stumpage tax, while the small pittance the parish received back for its roads was all it was permitted to have in return. The smallest measure of justice Nelson ought now to be satisfied with was the construction by the Government of the bridge over the Southwest at Bateman's Point. Referring to a statement that had been made to the effect that petitions would be got up in favor of a bridge further up the river, he said there was now no fear of that, as people could easily understand that the people of the Northwest or Newcastle and such points could not be expected, when desiring to go to Nelson or Chatham, to cross the Northwest Bridge and go miles up the Southwest before they could cross and then come miles down again before being opposite to where they had crossed the Northwest. The natural place for the Southwest Bridge was opposite that across the Northwest. It would be as convenient as any other for people up river and much more convenient for the people of localities down river. If a bridge had been built over the Southwest at Derby, or any point in that vicinity, he would ask how long would it have withstood the great ice run of 1874 or the log jam of last year.

Mr. T. Doolan—"It would stand a good while"!

Mr. Burchill continued, saying that was a matter of opinion and he believed those best acquainted with the subject would say that the Railway bridge would form an excellent protection against the contingencies of running ice and logs and afford a strong argument in favor of the Bateman's Point site. He had presented as briefly as possible some of the leading points in favor of the proposed bridge, which would have been secured long ago if the people had taken a proper stand on the question. The people could have their own way in the matter for it was them and not the Government who ruled the country, when they went properly about it. If this Government would not build the bridge, then it was the duty of the people to bring out men who would see that the duty was no longer neglected. He then moved the following resolution:—

Whereas, By representations and petitions, appeals have been hitherto made from time to time to the Government of this Province, for the construction, by the Government, of a bridge across the South west branch, Miramichi, at or near Bateman's Point and immediately below the present Railway bridge, and,

Whereas, We are convinced that the construction of a bridge at this point would be a great convenience and accommodation to the residents of both branches of the Miramichi river, forming as it would direct means of communication between the communities of the Northwest the Southwest and main river at all seasons without interuption, and,

Whereas, Soundings of the stream have been made at the proposed site showing that it is a good one both as to practicability and economy, and,

Whereas, The representations which have hitherto been made to the Government have been totally disregarded.

Therefore Resolved, That we protesting against the indifference with which this important work is regarded by the Government, desire again to impress upon them the benefit that would be derived by people in all parts of the County by the building of said bridge, and we pledge ourselves to use our utmost endeavours at the next general election to secure the return of those candidates who will publicly declare themselves in favor of said Bridge.

Mr. Thos. Doolan said no man had the securing of a bridge over the Miramichi more at heart than he, but he thought that too much was being asked of the Government and he wanted to move an amendment. He proceeded for some time amid interruptions, referring to surveys and estimates he had made for bridges at different sites and intimating that there was "something behind the door" in the agitation of this bridge question, etc. "We're a handfull of fools," said he advocating such a scheme and they would never see the bridge. The bark business was the business of the County to-day and the Millers had only to say where they wanted the bridge and they'd get it. He would like to know why this question was not agitated when Mr. Kelly was head of the Board of Works?

On the Chairman asking Mr. Doolan what his amendment was he said it was to have the Valley Railway instead of the bridge.

John O'Brien, Esq., said he liked the resolution well enough and was for the bridge, but he would strike out the last part which pledged the meeting to support candidates who favored the bridge.

Thos. Ambrose, Esq., said the resolution was right as it stood and the people should stand together, shoulder to shoulder.

After some further remarks by the Chairman and when the question was about to be put, John O'Brien, Esq., referred to the fact that there was no bridge over the St. John between that at the Falls and Woodstock. This bridge was not secured when Mr. Kelly was Chief Commissioner. At that time the people of Semiwagan Ridge and the Millers showed that Derby was the best place for a bridge; others were in favor of a bridge at Indiantown; while others favored the present site. Petitions favoring bridges at each site were sent to the Legislature and the Government did not choose between them, so we got nothing and he was afraid the same thing would now be repeated. Hon. Mr. Adams had not said, as was reported, that Nelson would never get the bridge.

A voice,—"He did!"

Mr. O'Brien said he, at least never heard Mr. Adams say so, but he said the Government had no money to spare. He knew the Surveyor-General was willing to do all he could for the County and he did not think there was anything in the rumor that people were saying while Messrs. Davidson and Adams of Newcastle were in the House the bridge would not be built because Newcastle did not want it. He had not been informed of the intention to hold this meeting until he saw the handbills and announcement in the ADVANCE. He was writing to the Surveyor-General at the time and he told him of it and requested him to give the people some encouragement. He did not expect much, but had received a telegram that was quite encouraging. If the Government would not build the bridge it might be done by a joint stock company, as the cost would be only $10,000 or $15,000. A petition, he thought, would do little good. It would be better for a few influential men to write to our member of the Government and promise to support him and the Government in the elections if they would give us the bridge. That would be a more practical way of furthering the object of the meeting. He stated his objections to the latter part of the resolution and on being reminded of the telegram from the Surveyor-General read it as follows:—

Have every reason to believe the erection of bridge will have every consideration. Consider it indispensible that proper survey should be made and submitted to Government.

M. ADAMS.

Henry Getchell, Esq., said,—Two years ago we had just such a telegram as that and sent petitions to Fredericton, which were thrown under the table. Now, the people should act for themselves and show they were in earnest and not to be put off.

There was here considerable discussion over the latter part of the resolution which, at the suggestion of Mr. D. G. Smith was changed so as to read as follows:—

And further resolved that we shall consider the support of representatives of this County to the proposed bridge a strong inducement for us to support them by our votes and influence at the next election.

This was accepted as satisfactory and the resolution as changed was unanimously adopted by the meeting.

There was now some "half fun and whole earnest" discussion in which the *Andover* subsidy and service were criticised by Councillor Burchill and defended by Mr. Doolen, and Mr. O'Brien said he calculated to be before the electors before long as a legislative canditate, and he did not want to be a bridge man and nothing else.

A form of petition offered by Councillor Burchill was, on motion, unanimously adopted.

Mr. D. G. Smith was moved to the chair and a vote of thanks was unanimously tendered to Chairman Burchill, after which Mr. Smith also received a vote of thanks for his attendance and interest in the meeting.

The meeting then broke up with three cheers for the bridge over the Southwest Miramichi. The petition then received the signatures of the ratepayers present. It reads as follows:

To His Honor the Lieutenant-Governor of the Province of New Brunswick:
The Honorable, the Legislative Council and The Honorable, the House of Assembly in general session convened:—

The Petition of the undersigned residents of the County of Northumberland Humbly sheweth—

That representations have from time to time been made by them to your honorable body asking that action be taken in reference to a bridge across the South West Miramichi, at or near Bateman's Point, and just below the present Railway bridge, but such representations have been totally disregarded.

That your Petitioners deem the building of said bridge to be not only a great accommodation and convenience, but an absolute necessity and we beg to call your attention to the fact that although the Northwest branch of the Miramichi is spanned by three bridges, the Southwest, on which more business is done, and which embraces the large and growing settlements of Barnaby River, Semiwagan Ridge and Rogerville, is without any means of communication by bridge for a distance of 26 miles;

That the want of a bridge at the point above mentioned is at all times greatly felt and more especially at the seasons of spring and fall when the ice is running and making, at which time they must either defer their business or pay exorbitant rates and go to much trouble for transportation by rail;

That the Bridge would form a connecting link between the two great roads, and the population of the County would have uninterrupted communication at all seasons with all parts of the County.

That the proposed site is a good one, having the R. R. Bridge just above to form a break-water against ice and other running matter;

That your petitioners feel they have been very unfairly dealt with in this matter and think it but just that they should be treated in as fair a way in regard to their means of communication as other parts of the Province. They therefore pray your honorable body to take the matter into your serious consideration and take such action as will ensure us this necessary work at an early day.

Ottawa News.

Feby. 14th.

To-day has given us a scene in the Commons in which the Government party have come out in a rather damaged condition.

Sir John Macdonald in reply to Mr. Blake's enquiry of yesterday, very briefly explained what changes had taken place since last sesssion in the personnel of his Cabinet, and the distribution of portfolios, the most important being the retirement of the Hon. James Macdonald, the accession of ex-Senator McLelan and the transfer of the portfolio of Justice to the Senate.

In reply to a remark at a later stage from Mr Blake, he admitted that Mr. Pope, Minister of Marine, was mentally in a very discouraging state, but avowed his intention to leave the question of his final retirement from, the Cabinet still in abeyance.

Mr Blake commented good naturedly but pointedly on some changes, protesting especially against depriving the Commons Chamber of the presence of the Minister of Justice and rallying Mr. Mousseau for having as acting minister "rowed up salt river" in the matter of the disallowance of the Ontario Streams Act. Changing suddenly from a somewhat playful handling of the Secretary of State, he commented with cutting sarcasm on the relations, past and present, of Sir Charles Tupper and Mr McLelan to each other, complimented the latter on his power of delineating character, as shown by his denunciation of the former in connection with the Pictou Railway, and wound up by congratulating them both on the reunion brought about in the same chamber and same cabinet between men so capable of mutual appreciation.

Both Sir Charles Tupper and Mr. McLelan sat uneasily under Mr. Blake's sarcastic compliments, but would probably have left them for Sir John Macdonald to ward off with his usual tact, had not Sir Richard Cartwright followed them up with some quotations from Mr. McLelan's speech made in the Nova Scotia Legislature in 1866, and recently re-published in some of the newspapers, in which he described Sir Charles Tupper as a thief, knave and priest of corruption. These charges Mr. McLelan either believed or did not believe when he made them. If he did not believe them and has never retracted them, how could Sir Charles Tupper have taken him to his bosom now? If he did believe them then he must either have become convinced since of their untruth, or he must believe that Sir Charles Tupper has repented. The only other view possible is that Mr. McLelan considers Sir Charles Tupper as corrupt as he professed to think he was in 1866, and is still willing to become his colleague.

There was no possibility of evading the pointed comments and direct questions of Sir Richard Cartwright, and, to gain time, Mr. Boultbee thrust himself into the gap, giving the Opposition a lecture on the folly of raking up old issues, and proceeding to rake up a few himself by way of giving a new turn to the discussion.

Sir Charles Tupper spoke in bitter denunciation of those who, in despite of repeated challenges, declined to impeach him for anything he had done as Minister of Railways, while they resorted to what had taken place in Nova Scotia before Confederation as a ground of attack upon him. He claimed that though he had entered public life in his own province as a young man with many able men opposed to him, the latter had all become his personal friends and political supporters. He retorted on Mr. Blake's story of his seduction of Mr. E. B. Wood when the latter was a member of the Sanfield McDonald Ministry in Ontario, and accused him of cowardice in refusing to meet him in spite of repeated challenges on the public platform.

Mr. Huntington recalled the attention of the House to the real question before it, which was not the conduct of the Opposition, but the propriety of Mr. McLelan taking office with Sir Charles Tupper while his charges of theft and knavery against the latter remained unretracted. The point to be met was the attack upon Sir Charles of Mr. McLelan, who had said harder things of Sir Charles Tupper than any member of the Opposition had ever said in any connection. Mr. Huntington added a new element to the debate by referring to the fact that when Mr. McLelan became a member of the House of Commons in 1867 he was bitterly opposed to Sir Charles Tupper, that in a few months he became reconciled to him, that about the same time he accepted an office with a large salary as Intercolonial Railway Commissioner, and that, to get rid of the necessity of throwing up his seat in Parliament, he had got himself transferred to the Senate, to which independence of Parliament did not apply.

Mr. McLelan, who might have left Sir Charles Tupper's speech as answer to both Mr. Blake's and Sir Richard Cartwright's remarks, could not afford to let Mr. Huntington's statements pass. He made a very qualified withdrawal of his charges against Sir Charles Tupper in connection with the Pictou Railway, saying that no one now believed that he had profited by his mode of getting it constructed through the agency of Mr. Sandford Fleming. He denied that he had been elected to Parliament in 1867 to oppose Confederation, and claimed that he came pledged only to secure if possible better terms for his Province. When those were secured, he saw his way clear to supporting the Macdonald government, and he pointed to his recent return for Colchester, as a sign that the people of Nova Scotia approved of his course.

Hon. Mr. Mackenzie said he was a little surprised to hear the hon. President of the Council announce that he came to Ottawa in 1867, not to oppose the Minister of Railways, but to endeavor to get better Confederation terms for his Province. I had, said he, the honor, if it be an honor, of having been frequently consulted by the hon. gentleman during the first year of his membership in this place, and I formed a very erroneous opinion, indeed from the advice asked of me and the counsels that I was obliged to give him, if he came here with any such humane and proper intention. His intention, so far as I could gather it from his conduct here, and that of other members from the same Province, was that of intense bitter hostility to the member for Cumberland (Sir Charles Tupper), and to the policy which he successfully carried out in the scheme of Confederation. I never felt any hesitation in saying publicly, in the House and elsewhere, that at that time I had the strongest sympathy with the majority of the people in Nova Scotia, under the circumstances in which they were dragged into Confederation; and it is the weak spot in the conduct of those who effected that change, that the vote had been carried in the Nova Scotia House, with the sanction and by means of the proceedings of the hon. member for Cumberland. But I found, after a very short time, that there was a limit to the public virtue of the President of the Council. I found he was amenable to reason, as the saying is; that contemporaneous with his change in favor of Confederation, and getting Nova Scotia to accept it, was his appointment to a most lucrative office. I found he had not that strong sense of public propriety which should compel any man or member of this House to decline an appointment and refuse to go to the other House, when he could no longer sit in the House of Commons, which members acting properly have always done. The Minister of Railways declared to-night, with great pride, that he had successfully humbled all the leaders of the Reform party in Nova Scotia; from being his strong and successful opponents, he had made them ultimately his followers, and even his warm personal friends. Well, I assert that the friendship he enjoyed when he induced the late Mr. Howe, who was sent to England on a mission by the Nova Scotia Liberal or Anti Confederate party, whither he was followed by the Minister of Railways—I imagine if it be true that he made proposals which induced Mr. Howe to desert his friends in Nova Scotia, to become an associate with the hon. gentlemen opposite, and ultimately reach the Lieutenant-Governship by that means; if that be an exhibition of the friendship thus won by the Minister of Railways, long may I be spared friendships obtained and exhibited in such a manner. And so with the others: the friendship of the President of the Council was purchased by his appointment to an office in connection with the Intercolonial Railway. Instead of the hon. gentleman boasting that he had acquired and secured the friendship of his opponents, he ought to have stated frankly, what, I am sure, he is quite prepared to do with his usual boldness, that he succeeded in the course of a few years in debauching the whole of the public men of his native Province.—Those members the hon. gentleman claims may have supported him, for his bewitching manner and skill in winning such aid makes it difficult to know where such help comes from sometimes, though I admit he gained great success in his native Province at the last elections. But at the same time he cannot object to our recalling those reminiscences of the past, when he boasts of having taken such associates into his bosom. All know the humiliating spectacle presented by the late Mr. Howe, who had declared at one time, that sooner than touch the hand of the hon. gentleman, one of the most prominent men of Nova Scotia at the time, he would cheerfully grasp the hand of a dead Fenian; and yet the hon. gentleman was so cruel as to ask Mr. Howe to introduce that party to this House. The whole circumstance was recalled to my mind that day when I found the President of the Council also introduced by the Minister of Railways after the humiliation to which he had subjected him at a former time. I have no desire to say more, or to detain the House from other topics, but I will take occasion to refer to this subject hereafter. I have now simply to say this: in a parliamentary sense, and as a member of Parliament, that I am surprised at the hon. gentleman opposite (the President of the Council) should rise to his feet to support his present colleague, if he entertains the same opinion of his public conduct in a particular transaction, which it is shown by his speech he entertained some years ago. It would be a humiliating thing if such a question was not by the public asked and answered. It would be a reflection upon the public morality of the country, and it became a necessity with the leader of the Opposition to refer to that matter to-day. The President of the Council has said he has left that matter aside. He does not say that he retracts what he said some years ago, but that he puts the subject aside to forget it as the circumstances demands. If that be all he has to say in justification of himself for his attack upon his present colleague, then he is not justified in sitting where he sits now, nor was the hon. gentleman, nor are hon. gentlemen opposite justified in allowing him to occupy that position.

Mr. Mackenzie's unvarnished and very distinct charge of having sold himself after Confederation to the man he had abused before it, was not met by any subsequent statement by either Mr. McLelan or his friends and remained, so far as that question is concerned, the conclusion of the debate. The discussion was one which has made the Government side feel uncomfortable and bitter. Mr. Mackenzie's plain and dignified statement showing how Mr. McLellan had compromised himself carried conviction with it, and as it was not contradicted in the slightest degree, it leaves both Sir Charles and Mr. McLellan in positions anything but honorable.

General Business.

SAMPLE ROOMS
For Commercial Men

THE demand for Sample Rooms to accommodate the commercial travellers being so great, and the supply being in