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SUN PRINTING COMPANY,
ALFRED MARKHAM,
Manager.

THE WEEKLY SUN.

ST. JOHN, N. B., JANUARY 29, 1898.

THE LUMBER TRADE.

The total exports of lumber from New Brunswick in 1897 were considerably more than 600,000,000 superficial feet. Almost 500,000,000 feet went to ports beyond the Atlantic, chiefly, of course, to the British Islands. An exceptionally favorable season and the prospect of higher prices stimulated production throughout the province, and advantage was taken of a good market and favorable freights to rush cargoes across the ocean by steamer in the spring and early summer at a rate without precedent in the history of the trade. Then prices fell, and freights, as the season advanced, became higher. Spruce deals in the autumn and early winter showed a decline of one pound sterling, or even more, per standard, compared with spring prices. Lumber that in the spring when freights were low was quoted at £7 per standard c. f. f. would only realize £5 15s. to £6 in the fall, when freights were higher. That is why there are still in the province, in the form of logs and manufactured lumber, many millions of feet. The quantity so held would look very large, and would seem to bode ill for the trade of 1898, were it not for several facts to which we may draw attention.

The first is that the cut of logs this winter will be short. The leading operators on the St. John and Miramichi agree in estimating that it will not exceed fifty per cent. of that of last year. The large shippers, who make advances to operators in the woods, especially to small operators, and are in a position therefore to speak with authority, express the same view. While the large operators are curtailing their operations, the portable mill is also very much less in evidence than it was last year.

Then, again, in dealing with the British market, there is another fact to be considered. The American mills at St. John last year sold largely on English account. This year their owners are operating in Maine waters chiefly, for lumber which will have free entry, and which they expect to ship largely to the United States. Besides the cut of St. John mills owned by Americans, the mills at Bangor last year shipped many cargoes to England. An improvement in the United States market would largely relieve provincial mills cutting provincial logs, from this competition in the British market.

It is further to be noted that a development of trade with continental countries, France and Spain, will be no inconsiderable factor in this year's business. Already quite large continental orders have been placed, and where less than a dozen million feet went in 1897, a much larger quantity will go in the present year. There are already enough of such orders to keep the mills busy for a considerable time in the spring months.

South American business also is said, to be rather more promising. In fact a representative of a southern house has lately purchased five cargoes of lumber at points up the bay, practically cleaning up the lumber thereabouts that is suitable for the South American trade. Two vessels now at St. John are loading for South America, and one has gone and another is to go to Australia.

It is well for the trade that the continental and southern markets offer some outlet, and that the cut of logs this year will be small. The lumber trade in St. John was perhaps never in a more depressed state that it has been for some little time past. The glowing accounts that have been published about the boom in lumber in the Ottawa region read oddly enough when placed side by side with the facts set forth in English publications. As shown in the Sun a few days ago, the British market is very heavily stocked, and labor troubles that affected trade last year are not yet wholly settled. It was shown that the stocks of spruce lumber at Liverpool and near-by ports on Jan. 1st were more than double those of a year before. No hope therefore appears for a profitable spring trade with that market. There must first be a reduction of stocks. When that occurs, the chances should be favorable for a fair summer and fall trade.

Except for piling, of which there will be considerable cut, the United States market cannot, in face of the duty, be counted on to figure largely in our trade, except as it takes the laths and shingles from provincial mills and takes the cut of the mills owned here by American citizens.

Looking over the whole situation, it would seem, in view of the stocks wintered, that New Brunswick in 1898 will have an average export of lumber, and that the market conditions should be the reverse of last year. That is, while the season of 1897 opened with high prices that steadily declined, the season of 1898 will certainly open with low, even perhaps unprofitable prices, but should develop a healthier conditions as the season advances. This of course relates to the British market, upon which, after all, the trade must depend for the success or failure of the season's operations.

THE PLEBISCITE.

The temperance people of Canada never asked for the plebiscite. No one in Canada asked for it. The opponents of the liquor traffic in Ontario demanded prohibition or stronger temperance legislation. By way of response Sir Oliver Mowat proposed the plebiscite, and asked the people of his province whether they wanted prohibition. The reply was in the affirmative. The Ontario government dropped the whole subject like a hot potato, and the people have not yet learned what good they got out of the vote. The Greenway government of Manitoba, the Peters ministry in Prince Edward Island and the Fielding government in Nova Scotia all repeated the Ontario experiment. They asked the people to tell them plainly whether they wanted prohibition or not. The majority of replies in each case were affirmative, and in each case the government did nothing more about it.

This appeared to be so harmless and cheerful an amusement, and so well adapted to divert the attention of the temperance people, that the liberal party took it for a dominion programme. The plebiscite platform was adopted as part of the policy of the party. It is now the policy of the government, which has promised to carry out the will of the people when that is made known.

It is easy to discern that the government is trying to stand the question off. The bargain was that it should be taken up the first session. It was not touched. Then it was promised for the second session. The second session passed without the production of a bill. The plebiscite is the order of the day for the third session. It cannot be headed off any longer. The effort now will be to complicate the issue in such a way as to obtain a negative vote. To this end the question of direct taxation has been dropped in, and every effort will be used to make the public believe that the man who votes for prohibition votes for direct taxes.

The fact is that if prohibition should be adopted and enforced with success it will not be necessary to levy direct taxes to make up for the loss of the liquor revenue. That form of taxation might be adopted, as it may now, but the money could also be raised by indirect taxes. The contribution to the revenue is simply a small part of the money that the consumers of liquor are paying. They would certainly be better able to pay the part that goes to the revenue if they did not pay the part, several times larger, that goes to the liquor maker and the liquor trader.

Should prohibition become law, it will be the duty of the government, as it is now, to devise such taxes as the needs of the revenue call for. It will be necessary for parliament to devise methods of enforcement of the statute. But these are subsequent questions. What the government has promised is the submission of the question of prohibition, not a whole batch of economic and legal questions.

THE LETELLIER CLAIM.

The family of the late Lieutenant Governor Letellier are said to be asking the country to pay them the amount their ancestor would have received as governor of Quebec, had he not been dismissed from office. The salary claim with twenty years' interest would amount to $40,000. The dismissal of Mr. Letellier was the act of the governor general, proceeding on the advice of the dominion ministers. It was in consequence of a high handed and unconstitutional action of Governor Letellier. The latter had been a member of the Mackenzie government. When appointed lieutenant governor of Quebec he found himself, much against his will, obliged to act with a conservative cabinet. The governor made matters unpleasant for his advisors and finally, after all his attempts to provoke De Boucherville and Angers into resignation had failed, he dismissed the ministry on the alleged ground that the government had adopted measures before the house without his consent. All the while the Quebec ministry had the confidence of the legislature, and when Mr. Joly was called to the premiership he could not get his supply voted. The lieutenant governor kindly gave Mr. Joly a dissolution. A new house was elected, in which the Joly government ruled for a time by the casting vote of the speaker, but he was obliged to resign the year after his government was formed. Meanwhile Sir John A. Macdonald, as leader of the opposition at Ottawa, proposed a resolution condemning Mr. Letellier's course as arbitrary and unconstitutional, and the next year, when the government at Ottawa changed, Lieutenant Governor Letellier was informed that his office as well as his usefulness was gone.

The truth seems to be that Governor Letellier was one of those partisan and autocratic administrators who use their position to help their political friends, by acting against their constitutional advisors. It would be quite fitting for the present ministry at Ottawa to favor a grant for the encouragement of such despotism. Vice regal meddling, if we may use the vice regal in reference to lieutenant governors, is popular with the new liberalism. But on the merits of the case the public men who would have the strongest claim to compensation are the cabinet ministers of Quebec, who were wrongfully turned out of office by an official who thought himself for the time being to be above all authority.

A London cable says: "Canada is entitled to the honor of ranking seventh as a butter exporter to the British market. In 1894 the dominion exported to England 20,987 cwt., and in 1897, 109,402 cwts. Canada, since 1894, supplied 50.4 per cent of the cheese imported by England, the percentage for 1897 being 58.6, or 1,626,654 cwts. The cheese is of excellent quality, securing almost three-fifths of England's entire trade."

The government organs are having great fun with this paper because it declared that the success of the liberals would mean the destruction of the national policy and the abolition of protection. We own up to the false prediction, and solemnly promise never to believe a word we read in a grit tariff platform hereafter.

The Alaska Commercial Co. purchased goods to the value of a hundred thousand dollars in one day this week in Victoria, B. C., for the northern gold fields. This is an evidence that the Canadian cities are being recognized as profitable centres for outfitting.

The Halifax Herald remarks on the fact that Mr. Blair's organs in St. John are all screaming against the late government for unduly favoring Halifax, while the government organs in Halifax are all howling that the late government side-tracked Halifax for the benefit of St. John.

A resolution has been adopted by the Toronto city council instructing the board of control to employ as far as possible only Canadians on public works in the city. The regulation is a counter blast to the United States alien labor law.

The Halifax Chronicle says no disasters have followed tariff reduction in Canada? What tariff reduction?

TRAFFIC MANAGER HARRISS.

He Met Many Leading Citizens and Inspected the Long Wharf Property.

General Traffic Manager Harriss of the I. C. R. had a busy day Thursday. In the morning he met members of the Board of Trade at the board rooms, with President D. J. McLaughlin in the chair. In a general way, the whole question of rates was discussed from many standpoints. Mr. Harriss expressed his strong desire, aspiration and hope that the Intercolonial railway would be able to balance its running expenditure and receipts. He expressed a desire to do an export trade through the maritime provinces, and would endeavor to make an export tariff to bring that about. In regard to the carriage of lumber, he declared that the lowest rates would be given and the system of rebates stopped; that he had made such arrangements as would enable coal to be carried to western points which it had not yet reached, and he would endeavor to meet the fish trade in its needs. He asked that a fair trial be given his tariffs, and if they did not work out he would listen to reason.

Mr. Schofield directed attention to the need of having a freight terminus for the I. C. R. and the C. P. R. on all fours, so that ships would not have to change from one wharf to another.

Mr. Harriss intimated that this had not been overlooked. He was quite emphatic in his declaration that more rolling stock of all kinds was necessary in order to enable the road to do its work properly.

At noon Mr. Harriss and General Manager Pottinger were entertained at lunch at Union club.

In conversation with a Sun reporter, Mr. Harriss said no up town office for passenger and freight business would be opened until May 1st. In the meantime Mr. Robinson, the district freight agent, would have his office with Mr. Ross in the I.C.R. depot. Mr. Harriss said he expected to be in the maritime provinces about two or three weeks. He left for Moncton that afternoon.

During the morning the Long wharf property was inspected by Mr. Harriss, but in answer to a question, he declined to say anything regarding its purchase.

P. E. ISLAND NEWS.

Died in the Poor House at the Age of One Hundred and Ten Years.

Among Various Societies — Charlottetown Driving Park—Mail Accommodation.

CHARLOTTETOWN, Jan. 20.—Rebekah lodge, No. 13, of Summerside, reports the installation of the following officers by Past G. M. Grady: N. G., Miss Annie Gough; V. G., Mrs. S. B. Grady; R. S., Mrs. D. M. Waugh; P.S., Mrs. J. A. Morrison; Treas., Mrs. W. K. McKay; R.S.N.G., Mrs. George Godkin; L.S.N.G., Miss Hattie McSween; R.S.V.G., Mrs. E. H. Manson; L.S.V.G., Mrs. T. H. Johnson; warden, Miss B. Hamilton; Con., Miss B. Schurman; I. G., Miss E. Hamilton; O. G., Brother N. S. Green; organist, Miss Jenkins; chaplain, Mrs. Massay.

A military school has been organized in Charlottetown. About twenty officers of the 82nd Battalion were in attendance. Lieut. Col. Moore is commandant. Major McDougal is to be adjutant. It is expected several more officers will join. The school will be likely held for three months.

A woman's missionary society in connection with the Methodist church at Crapaud is reported organized, with the following officers: President, Mrs. O. B. Wadman; Cor. Sec., Miss M. McNeil; Fin. Sec., Miss Fanny Rogerson; Treas., Mrs. Cornelius Lowther, Jr.

The Rev. Dr. Brecken of Sackville, N. B., has forwarded a cheque for $25 to the P. E. Island hospital.

Liberty association, Patrons of Industry, met in annual session in the public hall, Commercial Cross, on the 7th. The reports of officers were encouraging. Officers for 1898 were elected as follows: President, Malcolm A. Nicholson; V. Pres., Murdoch McLeod; Sec., Chas. Stuart; Treas., Daniel Rourke; Sent., John Stuart; Guide, Harry Suckles.

The snow storm of last week prevented the Stanley returning from Pictou, and there was no mail Thursday night, the first miss this winter. We have had another miss since that date.

Forestry seems to be flourishing on P. E. Island, and another new court is reported as being organized on the 13th by P. H. C. R., J. F. Stewart and L. U. Fowler, H. S., and assistants at Tignish. The officers are: C. D., Albert Glidden; C. R., W. B. McLennan; V. C. R., J. T. Reid; P. C. R., James Cadigan; R. S., Urban Christopher; F. S., A. C. Dawson; Treas., Arthur C. Green; Cham., Hugh J. Larkin; Phys., Dr. W. W. Wickham; S. W., B. R. McFadgen; J. W., John Besnard; S. B., T. M. Ryan; J. B., W. J. Haywood.

The old St. Dunstan cathedral was sold by auction on Friday last and bought by Angus DesRoche for $230.

On the 13th inst., Alfred E. Ferguson and Miss Beatrice Henry of St. Peters' road called at the Little York parsonage and the Rev. Mr. Ople performed the ceremony which made them man and wife.

The C. E. society of the Christian church, Upper St. George street, elected the following officers at the semi-annual meeting: Pres., Lemuel W. Harrison; Vice Pres., Miss Vaughan; Sec., Miss Ethel McGregor; Treas., Mrs. Hamill; P. M. Com., L. W. Harris; S. S. Com., J. Hamill; Good Will, M. Stevenson; L. O. Com., Miss Eva Harris; social, Miss Gertrude Bouger; visiting, Mrs. M. Stevenson; missionary, Miss Fannie Stevenson; music, Mrs. L. W. Harris.

Mrs. Jane Murphy died at the government poor house on Wednesday, the 12th inst., at the enormous age of 110 years and nine months. Her husband, Owen Murphy, died April 5, 1882, in the same place, aged 90 years. They were natives of Ireland.

Rev. A. McLeod, a returned missionary from India, who has been laboring at Dundas, P. E. I., is about to return to his work in India.

The young men's branch of the League of the Cross Temperance society held its annual meeting on Wednesday last. There are 243 members on the roll. The finances were healthy. The officers are as follows for 1898: Pres., W.J. Brown; Vice Pres., T. W. Trainor; Sec., Chas. J. Mitchell (re-elected); Treas., P. B. Perry; chief marshall, Geo. Hennessey; spiritual adviser, Rev. J. Johnston; executive committee, W. J. Brown, Thomas W. Trainor, C. J. Mitchell, P. B. Perry, Geo. Hennessey, Patrick Hayes, John Hughes, jr., and Chas. J. Horne.

The following annual statement of the Charlottetown Driving Park and Provincial Association for 1897, will be interesting to the Sun readers:

RECEIPTS.

Government grant	$3,000 00
Race entries	547 50
Gate money	2,264 57
Grand stand	422 85
Restaurant	110 00
Training tickets	39 75
Rents	91 50
Refund	1 00
	$6,477 17

EXPENDITURE.

Prizes, exhibition	$2,720 25
Prizes, races	1,100 00
Watchmen, gate-keepers, etc.	260 22
Keeper's pay	205 00
Advertising	317 08
Printing and stationery	129 67
Membership fee, auditor, etc.	35 25
Postage, telegrams, etc.	40 45
Bands—Music	45 00
Insurance	134 92
Repairs	96 85
Hay, straw, etc.	55 39
Horse hire	21 00
Judges and their expenses	382 50
Electric light, water and taxes	84 79
Secretary	500 00
Miscellaneous	32 57
Balance—Profit, 1897	304 33
	$6,477 17

THE BALANCE.

Dr.

1897.	
Jan. 22—Balance on hand per statement, 1896	$2,222 74
1898.	
Profit, 1897	304 33
Interest on deposit	36 50
	$2,563 67

Cr.

Paid dividend No. 3, 3 per cent. on capital paid up, $24,820	744 60
Balance in hand Jan., 1898	1,819 07
	$2,563 67

Capital account remains unchanged. Capital paid up, $24,820.

A. E. WARBURTON, Secretary.

Court Queen's, I. O. F., Mount Stewart, elected officers as follows: C. R., Daniel Burt; V.C.R., Daniel McWilliams; R. S., K. C. Douglas; F. S., J. G. Toombs; Treas., H. D. Coffin; Chap., James Partridge; S. W., George Jay; I. W., R. O. McWilliams; S. B., L. Smallwood; J. B., Russell Clerk; P. C. R., P. W. McLeod; Phys., J. G. Toombs, M. D.; C.H.D.C.R., G. B. McEachern.

Court Charlottetown, Canadian Order of Forestry, installed officers on Friday night Dr. G. Y. Dewar, P. C. R., installing officer; C. R., James Waddell; V.C.R., Peter Innis; R. S., W. G. Gillespie; F. S., Neil MacNiven; Treas., Thomas Dover; Chap, Murdoch McLeod; S. W., Henry Pigott; J. W., W. Harper; S. B., W. Whitlock; J. B., Alex. McConnell; Phys., Dr. G. F. Dewar; C. D., Horace McEwen; H. S. Rep., J. Pitblado.

The marriage of Stephen J. Burke, son of Isadore Burke, and Miss Mary Olive Paequet, third daughter of Alex. Paequet, took place on Tuesday last in the Souris R. C. church. The ceremony was performed by Rev. D. F. McDonald before a large gathering of friends. Miss Maittie Cantwell of this city was bridesmaid, and John Lavie of Souris was groomsman. The bride was dressed in wine-colored cashmere with cream trimmings, and the bridesmaid's dress was of gray, with gold trimmings.

Last Friday Orient division, S. of T., held a public installation, when the D. G. W. P. installed the following: W. P., Simon W. Crabbe; W. A., Alex. Horne; F. S., G. D. Davison; A.R.S., John Ross; R. S., J.A.Lawson; Treas., G. W. Wakeford; Chap., John Scott; Con., G. H. Foster; A. C., Noah Waughan; I. S., David McInnis; O. S., John Gills; P.W.P., S. F. Hodgson.

The Teachers' Institute re-opened on Saturday last in the parlor of the Y. M. C. A., Dr. Anderson delivering a lecture on "The Equipment of the Teacher."

On Sunday last, Wm. Byrne, the courteous and obliging messenger at the Government Savings Bank, died very suddenly. He was in his usual health on Saturday and attending to his duties. He was in the forty-fifth year of his age, and leaves a wife and five children to mourn his decease.

Catherine Taylor, widow of the late John Yeo, died at her home on Prince street on Monday, aged 81 years. She was for many years a consistent member of the First Methodist church.

Mrs. Wm. Harper, sr., died on Saturday last, aged 66 years. The esteem and respect in which the deceased was held was attested by the very large number of friends who attended her funeral on Monday last.

A stable in the rear of John Connors', near the fish market, was burned on Sunday night. The origin of the fire is unknown.

An out-door curling match was played yesterday between skips lead by T. C. James, jr., and W. W. Beer. The score stood: James, 16; Beer, 6.

The report that a mail room is to be fitted up on the Stanley and a mail clerk put in charge is well received by the public. Our winter mail service is the cause of a good deal of bad feeling. To think we are only nine miles from the main land and yet have to wait several days for our mail some times during the winter is very humiliating to progressive islanders.

De Sable Epworth League elected the following officers at its last regular meeting: Pres., Matthew Smith; first vice president, Fred M. Price; second do. do., Annie B. Smith; Treas., Bertie Beer; Sec., Edgar Smith.

CHARLOTTETOWN, Jan. 25.—The supreme court met this morning. Chief Justice Sullivan sentenced the following prisoners: Two boys, Henry and Power, three years in Dorchester penitentiary for larceny; James McAleer, five years for larceny; Wm. Welsh "Smiler," one year in the common jail with hard labor; James McIntyre, two years in Dorchester for gross indecency.

The storm yesterday was the severest for years. The trains were snowed up and a serious railway accident occurred near Summerside, by which Driver McLean was somewhat injured. Two engines and a snow plow were derailed. The former was completely demolished and the two latter considerably damaged.

SPANISH AFFAIRS.

The Public Prosecutor Demands a Two Months' Sentence on Weyler.

HAVANA, Jan. 27.—At noon today Lieut. Col. Benedicto, with the Spanish Reina battalion, surprised near Tapeste, this province, the camp of the insurgent brigadier Nestor Aranguren, killing him and four privates, capturing five insurgents, and wounding others who escaped. The body of Aranguren was brought by train to Havana this afternoon and delivered to the military authorities, and sent to the morgue.

It is said that the gaiters and vest which are on the body once belonged to Lieut. Col. Joaquin Ruiz, the aide de camp of Gen. Blanco, who, having gone last December to Aranguren's camp with terms of surrender, was executed by Aranguren or with his approval.

MADRID, Jan. 27.—The public prosecutor demands a sentence upon Lieut. General Weyler of two months' imprisonment.

MADRID, Jan. 27.—It has been decided to send the first class cruiser Infanta Maria Teresa to America instead of the Vizcay, because the latter's commanding officer, Captain Concasa, in the course of a lecture before the Madrid Geographical Society in 1896, censured the United States in a manner that provoked the American minister, Hannis Taylor, to demand an explanation.

GAVE BIRTH TO A MIDGET.

Waterbury, Conn, Jan. 26.—Mrs. Louise Millett of No. 239 Bank street became on January 8 the mother of a boy who weighed only one and a quarter pounds at birth. Three days later he weighed 1 11-16 pounds, and at the present time tips the scales at only two pounds. He is about a foot tall, and is in good health.

The midget sleeps almost all day long, and from all appearances will live to maturity. The baby is perfectly formed, and when awake full of animation.

NOVA SCOTIA.

Opening of the Legislature Yesterday Afternoon—Newfoundland Fisheries.

TRURO, Jan. 25.—Morris Frazee, foreman in the rolling mills at Acadia Mines, dropped dead today while working in the lumber woods near his house.

George W. Stuart is elected mayor of this town by acclamation.

A collision occurred on the main line of the I. C. R. here this morning. No. 1 train was nearing the station when a danger signal was set. The shunting engine was on the line at Pleasant street crossing. The engineer on No. 1 put on the brakes, but they failed, and the train rushed on. Fortunately the momentum lecreased with shutting off the throttle, and the crash was not great. The collision did not hurt anybody. Trains to all points were delayed one and a half hours. An examination of the air brakes did not reveal any reason for their refusal to work, but the frost is supposed to have caused the difficulty.

NEW GLASGOW, Jan. 25.—F. D. Laurie, formerly of the I. C. R., was one of the candidates nominated for the mayoralty of New Glasgow today.

The Nova Scotia Steel company has made a shipment to British Columbia.

HALIFAX, Jan. 25.—D. McPherson, M. P. P. for Halifax, and W. T. Pipes of Amherst, ex-premier, were today sworn in as members of the local government. Hon. Mr. Pipes will be the government leader in the legislative council.

Rev. George M. Clark, retired Presbyterian minister, and formerly pastor of the church at New Edinburg, Ottawa, died suddenly last night, in the seventy-third year of his age.

HALIFAX, N. S., Jan. 26.—The visit to Ottawa of Hon. L. E. Baker of the Yarmouth Steamship company seems to have been not without effect. A week ago notice was given by the D. A. R. cancelling all traffic arrangements with the Yarmouth company. Today the following telegram was received from Yarmouth: "The D. A. R. has rescinded the order of the 18th. All ticket arrangements are same as before. Through tickets at all stations Wednesdays and Saturdays via Yarmouth Steamship company." From this it appears that the present traffic arrangements are to be continued, and that the Yarmouth company will still be able to sell through tickets from Boston to any point on the D. A. R., and also from Halifax and all valley points to Boston. The Dominion Atlantic railway officials, asked if the order had been cancelled, stated that all they knew was that the order severing traffic relations with the Yarmouth Steamship company did not go into force. They did not know whether the management of the D. A. R. intended to revoke the order or merely to suspend its operation and enforcement pending other arrangements.

Another despatch from Yarmouth says that the news that the D. A. R. had withdrawn their notice to the Yarmouth Steamship company, and that traffic arrangement would continue, is received with great satisfaction. The feeling against the D. A. R. in consequence of their sudden notice of last week was intense. It compelled the retirement of B. B. Law from the mayoralty contest, although he was one of the strongest liberal candidates it was possible to get, his firm being agents for the D. A. R., and was fatal to his chances. Frank Killam was nominated in his place to contest the mayoralty with G. W. Johnson.

HALIFAX, N. S., Jan. 27.—The provincial legislature was opened this afternoon. After the members of the assembly had re-elected Hon. F. A. Laurence speaker, the opening speech was delivered by Gov. Daly. The speech in opening refers to the Queen's diamond jubilee celebration and the visit of the governor general. The improvement in trade in the central and western provinces it noted. A boom in mining was alluded to, and the fact stated that the output of coal was the greatest in the history of Nova Scotia. The exhibition that cost $20,000 is stated to have been highly successful, and bright hopes are entertained for the future. The cold storage and the coast railway were mentioned, and the correspondence relative to Premier Murray's visit to Ottawa pressing the repayment of railway subsidy claims is promised. The speech concluded as follows: "Nearly thirteen years have elapsed since the last revision of our provincial statutes. It seems to be generally believed that it is in the public interest that a new revision should take place, and you will be invited to consider a measure having that object in view. Among other measures to which your attention will be invited is a bill to effect a reduction of interest by the consolidation of the unfunded debt of the province; a bill to amend the law respecting grand juries, and a bill relating to the distribution of insolvent estates.

The prosecution of the whole fishery is to be conducted on the Newfoundland coast under the direction of the Cabot Steam Whaling company, who are soon about to erect a premises in Notre Dame Bay, having secured a site, with stores, etc, at Snooks Arm, on the Cape shore. A steamer suitable for the purpose is now under construction, and will be ready for the prosecution of the industry the coming summer. She will be out in May next.

The herring fishery in Placentia Bay, Newfoundland, is the most successful for many years.

Traffic Manager Harris did not arrive tonight. He is now expected Saturday morning, to remain probably till Tuesday.

SOMETHING TO REJOICE OVER.

(From Puck.)

"What do you think my wife said last night?"

"I never could guess."

"She had been reading the Luetgert trial, and she threw her arms around me and exclaimed: 'O Harry! isn't it lovely that we have never killed each other?'"

It is said that Indians never kiss each other. Judging from those we have seen we don't blame them.