

imity. It was high tide when I visited them, the waters of the St. John were swollen with the spring freshets, and the only indications of the falls were swirling eddies and miniature whirlpools. It made my head swim to look over the rails of the suspension bridge to the rushing waters far below, and I was not tempted to cross the narrow foot-way over the cantilever bridge. The close proximity of these two structures, built on entirely different principles, must furnish the student of engineering abundant material for comparison and instruction. The Dominion Government has dealt generously with St. John in the matter of public buildings, and the new post-office and large custom house are triumphs of the architect's genius, and add largely to the beauty of the city. Handsome churches, commodious halls and civic buildings, a large public market, the Marine hospital, and numerous schools and benevolent institutions, bespeak the energy and liberality of the citizens, and taken in connection with the streets of the residence portion, which are lined with handsome structures, make St. John an interesting and pleasant city to visit. Hotels are innumerable, and include such well-known houses as the New Victoria, Dufferin and Royal, but for solid comfort the Clifton House excels any hotel that I have put up at in the Dominion. It is a temperance house, and as a result there is not a particle of noise at night. Good, wholesome meals and comfortable rooms are provided, and the only objection to the house is that it is too small to accommodate all the guests that apply, numbers having been unable to obtain rooms during my short stay. Terms are most reasonable, and the proprietor, Mr. Peters, knows no distinction in his guests, treating all with the same courtesy and fairness. It is a favorite family hotel, and I here had the pleasure of meeting John Delbois, Esq., an old gentleman of 87, but a most vigorous man for his age, who reminded me in some way of the late Judge DeBarros. He has been a great traveller, but spent many years in Halifax, and was eager for information about his old friends. As those were, in many instances, the fathers or grandfathers of men who themselves are well up in years, I was not in a position to gratify him. He delighted me with many interesting anecdotes of Halifax and its citizens, dating from the early part of the century, many of which are well worth printing, and Mr. Delbois should put them in shape for publication. Captain Chisholm, agent of the International S.S. Line, was dangerously sick at the Clifton, but was convalescent when I left, and I trust is now quite recovered.

Leaving St. John on the evening train I stopped over at Moncton, Amherst and Truro, and reached Halifax on a beautiful moonlight night. Bedford Basin looked grand under the full light of the moon, and as our train pursued its tortuous course citywards, curving in and out around the shores of the basin, I was fully impressed with the fact that no city has a more beautiful rail approach than Halifax. It may be slow, but it is nevertheless a pleasant place to live in, and has attractions entirely its own, that are not to be enjoyed elsewhere.

Adios Amigo.

PARLIAMENTARY REVIEW.

After a recess of one week, the Dominion Parliament reassembled on Wednesday of last week. Members of the Commons and of the Government used their vacation in various ways. Those actively engaged in business went home to see that their financial interests were not suffering by their absence. Others went to see their several constituencies, and to interview the popular "power behind the throne." The Finance Minister, Sir Charles Tupper, improved the occasion to make a visit to New York. Many conflicting rumors are afloat as to the object of this visit, but no authoritative statement respecting it has yet been made. It may have been to arrange the fishery dispute, railway connections in view of the Inter-State Commerce Bill, or respecting the bearing and effect of the new iron duties, or any one of a dozen other subjects that are of vital interest to Canada in connection with our relations to the outside world, and especially to our southern neighbors. In any case, we believe that the motive was a patriotic one, and that good will result from the visit.

On reassembling, the Minister of Justice introduced a bill to amend the Act respecting the Supreme and Exchequer Court by providing better facilities for the prosecution of claims against the Crown.

In reply to Mr. Prefontaine, the Minister of Justice said that the proclamation of amnesty, dated 17th July, 1886, absolved all who had been engaged in the North-West rebellion of the previous year, except those who had been guilty of actual homicide in connection therewith. Gabriel Dumont, one of the chiefs of that emute could judge for himself, whether it covered his case or not.

A barren discussion was indulged in respecting communication between Prince Edward Island and the mainland.

A debate, covering two days, on the policy of the Government in disallowing the building of railways in Manitoba, independent of the Canada Pacific Railway, was terminated by a division in which that policy was sustained by a majority of forty-eight. This was not a strict party question, for quite a number of members who are in general opposed to the Government voted with it on this point.

The Minister of Justice introduced a bill providing that the present electoral lists should be good for the two ensuing years without revision.

An acrimonious debate as to increasing the salary of the Clerk of the Crown in Chancery, ended in the proposition to do so being declared carried without a division.

Returning officer Dunn, of Queen's Co., N. B., was called to the bar of the House to explain his conduct in returning Mr. Baird as elected, when that gentleman had a minority of the votes cast. After a long wrangle as to whether Mr. Dunn should be allowed counsel, and also whether he should be obliged to give evidence before or after argument by counsel, it was decided that he might have counsel and that their argument should first be

heard. Messrs. J. N. Lyons of this city, and Ferguson, of Ottawa, appeared as Dunn's counsel. The subsequent proceedings were lengthy and tedious, and terminated in Dunn being discharged from further attendance upon the House.

Hon. John Bowell, in the absence of Mr. Costigan, introduced a bill to amend the act respecting canned goods, to provide for the stamping of certain classes of goods with the word "canned" in legible letters.

Hon. Mr. Foster introduced a bill to regulate the conveyance of liquor on board of H. M. ships in Canadian waters. It provides that no liquor shall be sold to be conveyed on board any of H. M. ships without permission of the officer commanding the vessel.

Hon. Mr. Thompson introduced a bill to provide for the defacing of counterfeit notes.

On motion for the second reading of the bill to make the railway from Oxford to New Glasgow a portion of the Intercolonial, a discussion arose as to the propriety of paying the Green-Snow syndicate, which failed to carry out its contract for building that road, for its right of way and expenditures. Finally the bill passed its second reading.

Mr. Mills called attention to a telegram sent by the Secretary of State to revising barristers, ordering them to do nothing under the franchise act till further orders, and characterized it in strong language as an attempt to override the laws as they stood. Sir John A. Macdonald explained that the bill pending before the House might or might not pass, and meanwhile it was not deemed advisable to expend any money that may prove to have been unnecessary. The House went into committee of supply and passed several items.

The debate on the Queen's County, N. B., elections was set down to commence on Thursday, Mr. Weldon, of St. John, having given notice of intention to move that the return be amended, and the seat awarded to Mr. King, who is alleged to have received a majority of the votes cast in that district at the election on the 22nd of February last.

COMMERCIAL.

The present condition or tendencies of trade show no marked change, and, if we may judge from the absence of complaints which characterizes the mercantile community, matters continue to work along in a smooth and satisfactory way. It is conceded on all hands that at least a fair business is assured, and all the probabilities are that trade will rule good. The consumption of merchandise throughout the country is undoubtedly larger than it has ever before been, from which it follows that the actual movement of goods reaches a larger volume.

As anticipated at our last writing, the ice blockade of eastern ports has broken, and coal vessels are coming in freely, so that the coal famine that was feared has been averted.

The copious showers of the last week appear to have extended over a large area, and have greatly stimulated the hopes of the farming portion of the Province. Apple, cherry, and other fruit trees, are in full bloom, and a bounteous yield seems assured.

Building operations are being energetically pushed in various parts of this peninsula on quite an extensive scale.

Trade has already begun to accommodate itself to the conditions of the new tariff, and the advanced prices in some lines that have been rendered necessary thereby have been promptly met without any notable demoralization of business. Payments have continued fairly good, and commercial travellers report satisfactory success in obtaining orders.

The following are the Assignments and Business changes in this Province during the past week:—Michael Goulding, Barber, Halifax, assigned to Richard Beasley; Salter, Redmayne & Co., Comm., North Sydney, dissolved; McPherson & McMillan, Grocers, Stellarton, dissolved; Chas. E. Balcom, Jeweller, Weymouth, assigned to R. G. Munroe; Albert S. Dodson, Gro. and Prov., Truro, assigned to John Dennis; Rupert Fulton, Trader, Middle Stewiacke, assigned to John F. Putnam; Walker & Maling, Victuallers, Halifax, dissolved, Wm. A. Maling continues and liquidates. D. C. Musgrave, North Sydney, admitted John Dooley, as Musgrave & Dooley, G. S.; A. Stanley Fisher, Genl. Store, Berwick, sold out to Shuffner & Fisher.

DRY GOODS.—The volume and character of the movement in dry goods continues to be satisfactory, and a full distribution of seasonable goods has been made. At the same time new orders have fully reached the expectations previously entertained. The spring trade has been more satisfactory than for a number of years, as prices have been better maintained than usual. In the main, merchants seem disposed to judge the future by the immediate past, for the present at least.

IRON, HARDWARE AND METALS.—There has been a fair distribution of iron and hardware goods, but when it comes to new business of importance, little has been transacted, as both buyers and holders prefer to await the results of the new tariff. Meantime, considerable relief has been afforded by allowing importers a fair opportunity to bring in stock to meet former contracts on the old rates of duty, which has removed what would otherwise have been a severe hardship. Prices have been without fluctuation. Cables on pig iron quote Glasgow warrants at 41s. 5d., No. 3 foundry in Middleborough 33s. 9d., and hematite pig in Workington at 43s. 6d. Stocks of pig in the north of England are given at 619,000 tons against 68,000 tons the previous month. Bear pressure in London has caused a decline of £1 15s. in ingot tin, while copper and lead show somewhat easier prices. The only change noticeable in the western Pennsylvania market is an increase in the number of enquiries and the quantity of material asked for. Railmakers have received offers for early winter rails, and quotations are given at \$40.