PROVINCIAL FISHERIES.

PROVINCIAL LEGISLATURE

LITTLE LOCALS.

e Farwell-C.P.R. case has been adrned for one month.
The Hastings sawmill has been closed on to undergo extensive repairs and

cannery examined this season, the atructure to be finished in time for the fruit harvest.

Large numbers of logs and roots have commenced to come down the Fraser, indicating that the ice has broken up in the upper river.

The remains of the late James Harvey are on board the Wellington, now due at Nanaime from Sar Francisco. due at Nanaimo from San Francisco. The body will be interred in the Nanaimo



DAY, MARCH 14TH, 1890 ARIFF CHANGES.

Colonis

very clear idea. It i

ed and that duties

ly as they car

it is a pleasant and a ts best to place it within ong the rich. The incr ed by the imposition of icient to place the luxury ach of the poor man. Fruit nadian side, so that the pretty well over in the States begins in Canada. The early nt, interfere with simila rown in Canada. There is. retty strong opposition to the Canada, and we trust petty and an aggravating for the sake of pleasing a fev

ance to speak of, to deprive of an article of food which hot season sets in, is ple There are very many in al Canada who believe that the already sufficiently high, and ment takes quite eno from the buiness of the count all its legitimate purposes, should rather think of lo taxes than of making the This is evidently how those quainted with the trade of the feel. The Montreal Star, w depended upon as voicing t opinion in the great trac in which it circulates, protes what it cal's "tariff tinkering precates changes in the tariff,

fruit growers who have really

or stabilit in trade. It says "But if the tariff has i "But if the tariff has it factory features we doubt is anything in it which cre general dissatisfaction and ca harm to trade than its instal general feeling of uncertain when some business, be it ming or importing, is going to by a change in the tariff. I deputations go to Ottawa and strongest pressure to bear Government to tinker the tar who go to Ottawa on such e who go to Ottawa on such generally actuated by sonal interests and sonal interests, and it is that the ministers who have their demands are occasions by the political influence of tions. It is not too much tions. It is not too much to as a general rule, the deput sent one side of the case and the case only; and it is not that the Government, alth properly averse on general prinkering the tariff, should prejudiced by the representat influential and interested prone before them. Less harn it be for a few petty industrie for five years under tariff in than for the whole commer country to suffer under the coprehension of coming changes.

We are strongly inclined that if people on this side of Mountains were to express on the subject they would orse all that the Star say good deal further.

DOMINION RAIL The Dominion Governm very successful as a build ator of railroads. It owns ome 1.217 miles of track New Brunswick, Nova Scotis Edward Island, which not nothing as interest on the struction, but which do n working expenses. These oads are the Intercolonia the people of Canada \$46, Eastern Extension, for which was paid, and the Prince Ed railway, the cost of which by the Dominion when entered the Confederation.
of constructing it was \$3,7 total cost of the Government

very great use to of the provinces which they run, but as an in the public money they may as a failure. The gross se roads were, last year, while their working expe to \$3,593,063, leaving a det 521, or about \$284 a mile. est of the fifty-one mil han a half which it cost em, were added to this th

\$51,603,498. These ros