

THE ACADIAN

THE ACADIAN.

WOLFVILLE, N. S., NOV. 25, 1887

A Matter of Trade.

A few years ago the only direct communication between this township and Parrboro was a sailing packet plying between the ports of Horton Landing and Parrboro Village. For many years this packet made regular weekly trips between the two places and the trade became so great as to induce competition, and for several years two schooners made regular weekly trips to and from Horton Landing during the season of navigation in the Basin of Minas. Subsequently, when Wolfville became the centre of trade for the eastern part of this county, one of these packets made her trips from here and was so successful in drawing the trade to this port that soon after the packet sailing from Horton Landing found it unprofitable to continue her trips and withdrew. Consequently Wolfville became the centre of trade on this side of the Basin. This trade steadily increased from year to year until it was found that the old sailing packet was too slow and uncertain to meet the requirements of the two places, and a small steamer was substituted.

Formerly these packets carried not only passengers and produce but was the principal mail carrier between King's and Cumberland counties, a service for which the Government of Nova Scotia paid a small sum annually. This was continued for a length of time, but was ultimately abandoned so far as the carrying of the mails was concerned; but in lieu thereof a subsidy was granted from year to year to encourage the keeping up of this mode of intercourse between the two places, which was cheap and expedient in comparison to the all rail route. A steamer formerly used to be, that a steamer receiving a subsidy from the Government should touch at all points practical in which there was a demand for trade or intercourse, and under those circumstances only would it be granted. Thus Wolfville, in common with Windsor, Hantsport and Kingsport on this side of the Bay, was a regular port of call, and so continued to be up to a few years ago, when larger subsidies were granted, and Hantsport became the headquarters on this side instead of Wolfville, as heretofore. Some years past Wolfville has been deprived of the advantages hitherto enjoyed, and for which she has as legitimate a claim as has either Windsor or Hantsport. We hope that the representatives of King's Co., although they are not personally interested in the affairs of Wolfville, will have the interest of their supporters (who live here) so much at heart as to use their influence when Parliament meets again and the matter of subsidizing a steamer for the Minas Basin service comes up, to have Wolfville included as a port of call.

Considerable activity has been manifested on our wharves during the past week. Three schooners have been discharging coal from Sydney (Cape Breton) and Springhill, and one general merchandise from St John. Notwithstanding the fact that the railroad siding leading to the wharf has been taken up so that cargo can no longer be loaded direct from the ship to the cars, it has not had the effect of entirely prohibiting coal and other heavy cargo from being landed here for Kentville and elsewhere, as we noticed that a portion of the cargo of Sydney coal was being trucked from the wharf to railroad cars destined for Kentville. The taking up of the railroad track to the wharf has had one effect, if no other, that of making work for the truckmen. However it has also had the effect possibly of curtailing the trade here in potatoes, as up to the present time there has not been a single fresh shipment from this port by water, while Ganning and Port Williams shipments commenced several weeks ago, with no indication of abatement as yet. Since the opening of the road through this valley, potatoes in larger or smaller quantities have been regularly brought to this port from the western part of the county to be shipped from here to the United States. While this state of affairs existed there was no difficulty in finding shippers willing to bring a vessel here, as they were not obliged to depend upon the local supply, large quantities being easily procured (when wanted) from the west and carried directly to the vessel's side with no other expense than that of passing them to the car to the ship. Now if brought here by rail they would have to be loaded on trucks and carried some distance to the wharf at an increased expense to the shippers, which in this age of close competition would seriously affect the profits of the buyer. Fortunately for the producers of apples a new channel of conveyance has been recently opened up and they are no longer dependent upon the railroad to carry their surplus to market, as they can sell at their own door or ship directly on board an ocean steamer making calls for the surplus of the farm.

The Historic Growth of London.

London, the capital city of England and the metropolis of the world, has a long, chequered, but successful history, of which all her sons may justly be proud. This city is situated on the Thames about forty miles from its mouth and has a population of over five millions of people in an area of more than one hundred and fifty square miles. In the reign of Nero, A. D. 60, when Suetonius was governor in Britain, London was already a place of considerable importance, and after the Romans left Britain, A. D. 418, it is supposed to have become the capital of the East Saxon Kingdom. Little more is known of it than that it suffered from fires in the years 764, 798 and 801, respectively, but true to the proverb, that "Three fires equal a fortune," it rose phoenix-like clothed in greater splendor and with renewed power.

When England was united under one Monarch, Egbert, London became the metropolis of the kingdom, and soon after it was sacked by the Danes and rebuilt by Alfred. At the Norman Conquest London, designated as the Conqueror and received from him a charter, which is still preserved. On the accession of Henry I. a new charter was granted—the model from which the Magna Charta was taken—restoring the privileges which existed before the Conquest. Then followed the building with brick instead of wood, and in 1218 the forest of Middlesex was cleared and London to the north began to be built. About this time water-pipes were introduced, and in 1328 the village of Southwark which had hitherto served as a refuge for malefactors, was incorporated with the city.

1381 brings us to the rebellion of Wat Tyler and London had so far increased that it could boast of a Mayor, Walworth by name, who slew the insolent rioter with his dagger—hence the dagger in the city arms. The introduction of lamps in the reign of Edward IV. was attended with difficulty and showed the obstinacy peculiar to Londoners. Three acts were passed before the city was lighted. They are as follows:—

An act that the citizens should hang lanterns outside their houses.

An act that each lantern should contain a candle.

An act that the candles placed in the said lanterns should be lighted.

Brick houses began to multiply and in some localities the streets were paved. This was especially seen in Westminster and the appearance of things was enhanced by mansions built on the banks of the river.

Despite these improvements there were many drawbacks, for the major portions of the streets were narrow and filthy, while all the sewage was discharged into the Thames. It was truly described by the would-be poet in the following doggerel:—

"Dead cats and catworts to all drenched with mud;
Old shoes and rags and filth came tumbling down the flood."

Quite a contrast to the present system of drainage, which is accomplished by seventy-one main sewers, in all one hundred and seventy miles long, besides a thousand miles of contributing drains. By means of this great network of drains thirty thousand millions of gallons are taken away annually to the low marsh land at and near the mouth of the Thames. This vast work was constructed at a cost of about twenty-five millions of dollars.

Under the old regime a constant miasma was rising from the river, and this with the narrow, dirty streets will satisfactorily account for the plague of 1665. The fire, in the following year, which destroyed four hundred streets, thirteen thousand two hundred dwelling-houses, ninety churches, and covered an area of three hundred and thirty-six acres, was one of the greatest blessings that ever came to a people. Dryden has well pictured the beneficial results in the following lines:—

Methods already from this chymic flame,
I see a city of more precious mould,
Rich as the town that gives the Indies name.

With silver paved and all divine with gold,
Already labouring with a mighty fate,
She shakes the rubbish from her mountain brow.

And seems to have renewed her charter's date,
Which Heaven will to the death of time allow.

More great than human now and more august,
New, defied, she from her fires doth rise;
Her widening streets on new foundations trust.

And, opening into larger paradise she flies,
Before, she like some shepherdess did shew.

Who sat to bathe her by a river's side;
Not answering to her fame, but rude and low,
Nor taught the beauteous arts of modern guide.

Now like a maiden-queen she will behold,
From her high turrets, hourly, suitors come.

The East with incense and the West with gold,
Will stand like suppliants to receive her doom.

The progress of trade was much enhanced by the influx of about fifty thousand French Protestants who sought in England an asylum after the revocation of the edict of Nantes by Louis XIV. in 1685. Then followed three large exhibitions which greatly augmented the power of the metropolis, while these successes were interwoven with scenes that served to retard rather than advance good.

Notwithstanding the miscellaneous influences, some of which have helped while others have hindered, the capital true to the national character has risen by its indomitable perseverance. The citizens of London have always taken a

considerable part in the general history of the country and have always been characterized by their independence. The early Stuarts were extremely jealous of the growth of London and strove hard to stop it by proclamations and fines. This with other persecutions alienated the citizens and begot in them a predisposition to side with the Parliament and Cromwell, to whose success they so largely contributed.

The mammoth proportions of London make it a question of unprecedented interest how such an enormous population is sustained. The growth of London is not an abnormal thing, but results from ordinary causes and is in fact one of the best indicators of the growth of the kingdom of which it is the capital. Its immediate causes are seen in the fact that it is the capital and seat of government, and being situated on one of the most navigable of English rivers is in a favorable position for trade. One of its earliest sources of prosperity was its commerce, but while this would make it great it could never have made London what it has become. It is the monetary capital of the world.

While it has many advantages it suffers from various causes in common with other cities. It is largely an entrepot and the goods that are warehoused must be at light charges or they would be wharfed elsewhere. Then the revenues are drawn by the rich few, and are not necessarily spent in the city. The docks, ship-building and manufactures are largely local, while the demand is for high-class artisans, thus leaving lower rate men largely uncared for. This will to some degree account for the "Bitter Outcry" of the London poor, although sloth and drink are large factors in this perplexing problem. Notwithstanding this, it is truly true that the most hideous forms of want and vice are to be found under the shadow of the centres of wealth and religion. In the past there have been two great extremes that have never met and great has been withheld which if given would have alleviated dire suffering and made less paupers and criminals.

The writer has visited these haunts of vice and seen those who were starving and who when fed have told sad tales of want—of underground abodes—of combats with large sewer-rats—of thefts that they might get to prison and thus be sure of food—of all forms of iniquity that are so well portrayed in Charles Dickens' "Oliver Twist."

The outlooker it may appear an overdrawn account, but the writer has been witness to these scenes and in his visits has often found men, women and children herded together in underground cellars living in the way above described, with seemingly all the soul stamped out of them.

It is with great pleasure that we mention the Baroness Burdett-Coutts, Lady Shaftesbury, Cairns, and Edleleigh, Sir Wilfred Lawson, Geo. Peabody, and others of true nobility who have worked in person and with a truly Christian spirit have distributed their wealth and done much to ameliorate the condition of the degraded and suffering thousands of London. By their patient endeavors they have helped these people to help themselves, and their efforts have been so fruitful that there seems to be sufficient ground to believe that ere long that bitter cry will be hushed, and where poverty and crime once ruled, comfort and conformity to right will dominate.

CHORUS.

The "Hill." Those students who mustered on the evening of Nov. 18th for the regular session of the "Athenaeum" were entertained by an address from Rev. R. D. Ross, pastor of the Presbyterian church in Wolfville. The reverend speaker having attested the high regard with which he viewed the Society and the genuine fellow feeling which he cherished for the toiling student everywhere, engaged the attention of his audience with recollections of University experience at Redoubt.

He first mentioned the names of professors by whom the understandings of collegiate youth were burned during his attendance there. DeMille, the late author and teacher, once an instructor in the classrooms of Acadia, was alluded to with words indicative of grateful remembrance. It was noticed that while every other magnate at the institution, the most erudite and revered, was familiarly spoken of among the students as Johnson or James, or some other playful abbreviation of the Christian name, DeMille alone was uniformly distinguished by the title professor.

Some amusing incidents of the lecture room were recounted. McDonald, the deity of the mathematical department, in addition to his powers of computation seems to have possessed a formidable reserve of satire. A scholar having failed in the presentation of some problem, and withdrawn from the board chanced to meet the prof's alert glance with a smile.

Instantly he was assailed by the pedagogue that "If he laughed at his own ignorance he had a broad field for amusement."

On another occasion a gentleman, celebrated for his inaptitude in the study of Chemistry, when asked by a class-mate whether he preferred the organic or inorganic phase of the science, responded by demurely enquiring "which branch he was then pursuing."

After the citation of a number of similar ludicrous episodes the remainder of Mr. Ross's remarks consisted principally of friendly counsels for the students, partly for the present, but more especially to aid us in avoiding the perils and snares which encompass man's progress

through life. Every individual is furnished with talents qualifying him for some definite pursuit or vocation. Disasters which shatter the fair prospects of many are due extensively to misapplication of their endowments and consequently misdirection of all their energies. With a few closing words of thanks for the unswerving attention of his audience the reverend gentleman resumed his seat. A cordial expression of gratitude was then rendered by the Athenaeum and the meeting adjourned.

Every one was gratified and instructed by the friendly words of the warm-hearted clergyman, and all hope before very long again to hear him from the platform of the Athenaeum Society. Com.

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We beg to call the attention of the readers of THE ACADIAN to the following lines which we carry, say

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Glassware and Crockery,

and Fancy Groceries,

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We add a few of our prices (but much prefer receiving a call from all intending purchasers of goods, so that they can better judge for themselves),

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Clapperton's 200 yd Spools.....3c each

Under-shirts.....30c each

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