

The "Exodus" of farmers from the New England States has aroused serious discussion, but it is to the credit of the American Press that it is discussed as a social problem and not as a question of politics.

The political anvils are beginning to ring, and preparations for a struggle are abundantly evident. Is it patriotism or party that leads men to strive for power, and and if party, why? Let the electors be but true to themselves, true to this fair Acadia, and they will place in power the right men, and their political stripe will count for little.

La Grippe, yes we have had it, with its shivers, pains and aches, and a pretty good grip it took of us too. Did we try fighting it off by walking about in defiance of our feelings, not we, we gave into it gracefully, took our medicine with resignation, and now we are at work again feeling in first-rate case. Moral.—Don't fight La Grippe, and he will let you off easy.

Halifax has a Citizens' Library that is far from being a credit to her as a city. We have the Victoria Art School, that is sadly in need of ample accommodation, and we have a provincial museum which will shortly have to find new quarters. One handsome commodious building in the central part of the City would meet the needs of these three institutions, and the triple alliance would mutually strengthen each. Now is the time to move in this matter.

Our Province is forging ahead and no mistake. Our apple trade has more than trebled itself within the past decade, our mineral resources are being developed, our industries are multiplying and our commerce is steadily increasing. In the face of all this record what blue-nose is there who can truthfully say that we are going to the dogs? The truth is we are enjoying a prolonged season of prosperity, and he who fails to recognize this fact is a slow coach and has outlived his time.

It is reported that the Czar has given offence to both Orleanists and Republicans in France by giving a commission in the Russian army to Prince Louis Napoleon. It is believed that the Czar's complacency towards Prince Napoleon's younger son, is due to his desire to administer a snub to the Orleans family, on account of the continued occupation by Prince Ferdinand of the throne of Bulgaria. This it appears he cannot effect without also offending the Republican party. When a monarch allows his spleen to affect international arrangements he is sure to aggravate such complications as may exist at the time.

If men would but study to understand the baneful effects of intemperance, the common sense of the community would render needless a prohibition party. Curb the zeal of those who under the banner of a good cause grow fanatical and vain would put a check upon individual liberty. A Halifax divine is reported to have recently said in a sermon that if Christ's religion sanctioned the use of wine, so much the worse for Christ's religion. Is not such intemperate, not to say blasphemous, language calculated to do the cause of temperance lasting injury. Teaching, not preaching, will show men that temperance is part of the first law of nature.

Very few people probably think much what it costs to maintain a great railway in running order. In the case of the Grand Trunk we have recently had the following statistics. The rolling stock equipment on the 1st July comprised 760 locomotives, 350 first-class and 230 second-class passenger cars, with 3 dining and 6 parlor cars, and 39 combinations of sleeping, smoking, postal or baggage cars. There were also 135 baggage, 12,030 box, 1,280 cattle, and 5,767 platform and coal cars and 399 brake vans. These, with 69 auxiliary and ice scraping cars, and 53 snow ploughs, make a total of 20,496 cars belonging to the company in ordinary use, beside the Pullman passenger and freight cars of the various freight lines. Expenditure of locomotive power and repairs to engines for the first six months of 1889, amounted to \$2,340,000, and repairs to cars to \$750,000. The locomotives burned 2,209 cords of wood, and 319,989 tons of coal. On this they made a car mileage of 1,872,000 miles. When we consider that the cost of a locomotive is about from \$8,000 to \$10,000, some faint idea may be formed of the enormous amounts required.

It was said some years ago by a writer in McMillan's magazine that the future of Australia rested with the Engineers. The same writer has recently remarked that "the recent discoveries of underground rivers in the most arid portions of the continent have given these words a greater significance. The difficulty of Australia has always been the fear that the land will not support a large population. These discoveries of water dispel that fear. It now appears that the volumes of rain which fall about once in five years over the greater part of the Australian continent, covering with floods the plains which for four years previously have not known more moisture than might be given in England by a good fall of dew, find their way through the porous soils into channels and chambers beneath the surface, where, at a depth of one or two thousand feet, they provide an inexhaustible store of the most precious commodity known to the Australian squatter. It is impossible to say at present how the use of these underground supplies of water may change the face of the Australian continent. The overflow from one bore, at a place called Kerribree, has already cut a channel of several feet in depth through the sand, and now forms a permanent river of several miles in length in what used to be an absolutely waterless country. It is only to be expected that as more water is brought to the surface, the clouds will take up more moisture by evaporation and the rainfall will increase." We should imagine these underground reservoirs would also afford ample scope for the extensive employment of artesian wells.

The pessimistic prophesies of Dr. Goldwin Smith and others whose chief delight is in depreciating their country, and throwing the coldest of water on any enterprise calculated to promote its welfare and greatness, receive a full answer and refutation in the statement of the results of the working of the Canadian Pacific Railway for the past year which, estimating for the month of Dec'ber, showed net earnings for the year, above working expenses of \$6,029,000, affording a surplus above fixed charges for the year of \$2,250,000, which added to the surplus from last year would make a total surplus of \$2,576,000 at the close of the present year. The question of an extra dividend was considered, and it was decided to declare a supplementary dividend of one per cent. payable February 17th, with the regular one and a half per cent. half yearly dividends from the annuity funds in the hands of the Dominion Government, making a total for the half year of two and a half per cent., with the intention of continuing a similar half yearly supplementary dividend until the expiry of the annuity in 1893, earnings permitting, and of accumulating further surplus earnings as a dividend reserve.

Under the formidable heading "A Critic Criticised," the St. John *Globe* takes exception to some observations of THE CRITIC of 10th inst., on the allegation that the sermons of Dr. Talmage, recently published as being written from various points in the Holy Land during his recent sojourn there, were in reality old ones. We observed that if this were true it was an instance of the undignified sensationalism of portions of the Press. The *Globe* accuses us of being unjust, and considers that we "impair the value of our functions as a critic by this unjust criticism." Our contemporary has not itself published the sermons and is entitled to the credit it claims of having "no further interest in the matter than the good name of the Press." Now we alluded to the allegation that the sermons as published were in a sense a fraud, simply as an assertion of which we said, "if it be true," and, in referring to their publication the only expression we at all regret is that in which we said "by most of them probably in good faith." It might perhaps have been as well had we omitted the words we now italicize. The broad spirit of the note we do not feel in the least inclined to modify. Our hand is against sensationalism everywhere and at all times, and we cannot but think our contemporary's objection to so guarded a paragraph uncalled for.

All the old vagaries of what used to go by the name of "mesmerism" are being revived with renewed vigor under the new designation of "hypnotism." As might be expected from French predilection for science (perhaps a good deal of it might be called pseudo science.) Paris is one of the chief fields of the new experiments, about which there is no little indication that they are used in furtherance of libertinism and crime. The other day, it is stated, M. Charot publicly hypnotised a gendarme of Paris and then told him to assassinate M. Grevy, whom he would find in the corner of a garden. The poor constable went out and stabbed a tree with a paper knife, and came back trembling and confessed the murder. One malefactor, a French libertine actually in the hands of police, is said to have selected his victims, choosing those of an emotional temperament, and then to have maguitized them and ordered them to commit suicide. One poor girl did do so. Law and science are equally interested in the result of an investigation which it is said will very shortly be held. We are ourselves under the impression that there is a good deal of charlatanism about the alleged manifestations, and that it is principally weak, morbid, semi-superstitious and nervously impressive persons who succumb to the alleged influence, and we have great doubts whether any man of sound physique, strong will and resolute mind could be brought into subjection to the supposed mysterious power. These qualities are always prominent in the operators.

The pertinacity with which certain journals maintain the theory that the amounts expended in opening up the N. W. have been entirely wasted, and that the great majority of emigrants merely pass through to blizzard swept and drought-dried Dakota; is creditable to their perseverance, but to nothing else. The *Toronto Globe* had a few days ago a special wail on this pretended point, as to which let us look at a few facts. The N. W. may be said to be 20 years old. In 1870, the year of the Red River Expedition, Winnipeg certainly did not at the highest estimate contain more than 500 inhabitants, and in 1876, when the Mounted Police made their famous march nearly to the Rockies, they traversed between 700 and 800 miles of almost absolute solitude. To day a chain of rising towns and settlements at short intervals stretches across the distance, and of a few of them only the C. P. R. Time Table for 1889 gives the following populations. The three places first named, though not in Manitoba, were in 1870 solitudes broken only by Mr. Dawson's workmen and the passing troops. They are Port Arthur, Fort William, and Rat Portage, of which the populations are respectively given as 5,500, 1,700, and 900. Winnipeg is set down for 28,000; Portage La Prairie 3,600; Carberry 700; Brandon 5,400; Broadview 660; Qu'Appelle 950; Regina 2,200; Moosejaw 600; Swift Current 300; Medicine Hat 900; Calgary 3,400; and Canmore 300; making a total of 54,950 along the line alone, taking of course no account of the settlers spread over the country broadcast, nor of such settlements as Edmonton, Prince Albert, Battleford, Dufferin, East Lynne, Wood Mountain and many others which could be named, the Icelandic and Mennonite settlers included. Nothing reliable will, of course, be known before the census of next year, but it strikes us that, if there were no other figures than those given above, the progress of settlement, though not so rapid as impatience prompted by political jealousy professes to desire, would be satisfactory—especially if we consider the untiring depreciation of our own territories, to the exaltation of the American North-west, which has been kept up by the pessimist and unpatriotic Press of the Dominion.