

of the exhibition, arrived at the hall. He was received at the entrance by the Managing Committee, conducted to the head of the dias and took his position in front of the Imperial statues. The Chairman of the Committee delivered the opening address and His Excellency responded in appropriate terms. He recognized the importance of the objects sought to be attained by the Philatelic Club and the value of the work already done by it. In closing he gracefully alluded to the deep interest taken in the subject by the Emperor and Empress and by their government. The usual cheers for the Emperor and the Imperial family were then called for and were heartily given by the vast assemblage present. The Patron then, accompanied by the Committee, made the tour of the rooms and examined the various exhibits minutely and with much interest. Returning to the dias he expressed his satisfaction at the great degree of success attained and formally declared the exhibition open to the public. He then retired.

The exhibition remained open for a full week. The attendance of visitors was estimated at about 8,000.

His Imperial Highness, Archduke Carl Ludwig, brother of the Emperor, visited the exhibition on November 14th., and on leaving was pleased to express his delight at what he had seen. Archdukes Rainer and Eugene, Prince Adolf of Schwarzenberg, General Post Director, Baron von Dewey, and many other distinguished personages also attended the exhibition.

HALVED STAMPS.

A HISTORICAL INCIDENT.

MANY have heard of halved Bank of England notes one half sent as acknowledgment of remittance and the other half on acknowledgment of receipt. This system of sending money has been superseded among most people by that of the money order, yet many old-fashioned persons persist in employing that device to this day. The *halving of stamps*, however, is a different kind of internal economy and we doubt if it has been practiced to any extent outside of the Province of Nova Scotia. This Province with a population in 1857 of about 350,000 and a seaboard of over one thousand miles had post offices many of which were then only accessible by sea. Good highways and solid railways have since then united what were isolated post offices. Here the curiosity of post stamp collectors steps in and preserves and illustrates an interesting period in the history of the Province. With many post offices and a scarcity of stamps it became necessary officially to allow *halving* as a remedy for short supplies and it is a fact well-known to many of the older of our people that stamps were then habitually diagonally halved to make necessary denominations. Thus the square shilling stamp was employed at times to produce two-sixpenny triangular substitutes and the square sixpenny to produce two three-penny stamps of the same kind.

New Brunswick with a shorter coast line produced less, yet, still produced some, of these curiosities of postal accommodation. We are not aware whether the practice obtained in the Provinces of Old Canada but we know that it did, in Roumania and in Persia and some other countries. Correspondents will favor by giving us any details that may have course to bring knowledge.

"AS OTHERS SEE US."

THE PHILATELIC COURIER, published in Halifax, Nova Scotia, received with thanks. It is to be published quarterly, with the purpose of opening a larger correspondence between stamp collecting communities.—[Stamp World, Cincinnati.

THE PHILATELIC COURIER, of Halifax, N. S., is received. This is a new paper which has just issued its first number. It makes indeed a very fine appearance. It is published at 121 Arville St. Subscrip-

~~ed~~ This paragraph should have been credited to the New Jersey Philatelist.

CANADA.

THERE is undoubtedly no portion of the world that offers superior inducements to immigrants who desire to settle down and "carve out homes for themselves" than does this broad Dominion of Canada which stretches across this continent from ocean to ocean. Conjoining lines of railway will in a very few years convey passengers and freight from the noble Atlantic port of Halifax in Nova Scotia to Puget Sound on the Pacific. More than half this distance is already spanned by the iron rails and the wanting link is being rapidly supplied by the Canadian Pacific Railway which is pushing the work from either end and from several intermediate points simultaneously.

The company which is building this road has obtained from the Canadian Government the grant of twenty-five millions of acres of land along the best wheat-producing belt in the world on the simple condition of bringing settlers to dwell there and supplying them with facilities to send their products to the markets of the world and to receive what they require in return. The rates on the railway are to be fixed by the Government so that the company is precluded from taking any advantage of the possible future necessities of people who may occupy their lands. Every conceivable precaution is taken to protect the interests of those who, by settling on these lands, become citizens of Canada.

The advertisement of the company, published in another column, and to which we invite careful perusal, shows that *bona fide* settlers are protected by the company from speculators by having one-half of the purchase money remitted on actual settlement and cultivation.

The price at which the land is offered is remarkably low when the prolific character of the soil and the healthiness of the climate are considered. Not only this—the payments are so graded that the land itself will pay its price, ordinarily industrious hands, long before the last payment will be done.

We confidently expect that the coming season will witness such a rush of settlers to the new country as will be unprecedented in the history of immigration not excepting the invasion of the Promised Land by the Children of Abraham.

As were the latter in their day, immigrants are guaranteed full political and social rights from the moment of their securing their lands and settling upon them.