

THE NEW SIXTH SENSE.

The scientific discoveries of the age have prepared the public mind for the acceptance of new and startling truths, but it is doubtful whether the Psychological theories advanced by the authors of a recently published work, entitled "Phantasms of the Living," will find the public prepared to accept as true the conclusions which they have arrived at, as to the existence of a sixth sense in human beings; but the work will, nevertheless, be eagerly read by the thousands who believe it possible for thought and feelings to be transmitted from the mind of one person to another by other means than through the recognized channels of sense. Many a person has, upon more than one occasion, been surprised to hear some one in the same room give expression to the very thought that had passed through their mind an instant before. The Psychological Society believe that there is a distinct sense by which the thoughts of one mind are transmitted to another, and they believe that they have collected sufficient data to show this sense may be cultivated. We notice the names of many distinguished divines and scientific men are enrolled upon the Society's list of members, among others, Professor Ballour Stewart, President, the Bishops of Carlisle and Ripon, Lord Rayleigh, and Professor Henry Sidgwick. "The Phantasms of the Living" is published by Messrs. Tribner. The work consists of two large volumes, containing upwards of 600 pages each. The authors hope, by the publication of numerous observed and verified facts bearing upon telepathy, to gain for it a legitimate place within the field of scientific research. Whether their object will be accomplished remains to be seen. It would certainly be phenomenal for the human race to discover that all the generations, from Adam down, have been living in profound ignorance of the new sixth sense. Voltaire evidently appreciated the need mankind has for a multiplication of the senses, for in one of his tales, he makes a traveller ask of one of the inhabitants of Sirius, "how many senses have you?" "Seventy-two," is the reply, "and every day we live we regret that we have so few."

RUSSIAN JOURNALISM.

The obstacles placed in the way of journalistic enterprise in Russia, and especially the system of strict governmental surveillance, render it well nigh marvellous that the Russian people enjoy a press of any description, not to speak of an independent one. The proprietor of a Russian newspaper must first obtain a license to print, then deposit 2,500 roubles (\$1,875) as caution money, and then submit to a system of admonitions, two of which imply suspension for two months. It is only by courting the protection of influential men that a paper can hope to survive the harassing of government censorship. Articles must be submitted to the censors at least three days before being printed, and as there are no censors in the provincial towns, the two capitals almost monopolize the very precarious pursuit of Russian journalism. Moscow and St. Petersburg themselves possess a considerable number of ably edited newspapers and reviews. The most prominent are the *Golos*, (Voice), the organ of the Czar's intimate friends; the *Journal de St. Petersburg*, published in French, under the ægis of the Chancellor; the *Invalid*, supported by the war office; the *Russian World*, supported by the Czarowitch; the *Odeon Messenger*, and the *Moscow Gazette*. It is in the literary reviews that one must look for that freedom of utterance in which the daily press dare not indulge. Under cover of a critical review most of the cutting social and political satire finds circulation. The government supervision is much less severe upon the reviewer than upon the journalist, and many a political leader of the most dangerous type is dovetailed into a piece of well-written literary criticism. Despotism is always a fertile soil for evasive strategy. Most of these reviews are reeking with infidelity and the most levelling social theories. The essayists are great admirers of Darwin and Renan, and in their political teachings will go a length which the writers who inspired them never dreamt of. The avidity with which atheistic and nihilistic views are welcomed by the readers of these journals is the most dangerous symptom in the social and political malady which makes Russia, in spite of her apparent strength, the second "Sick Man" in Europe.

THE WINTER PORT.

After many days of weary waiting, of that "hope deferred which maketh the heart sick," the problem has been successfully solved, and Halifax has become in deed as well as in name the Winter Port of the Dominion. In spite of its magnificent harbor, with its noble approach and great depth of water, allowing steamships of the largest class to load and unload at its wharves without being inconvenienced by the rising or the falling of the tide; in spite of its immunity from heavy gales, the cheapness of its port charges, its large coal supply, and its being the nearest port to Europe; in spite of all these great natural advantages Halifax has experienced a slow and fluctuating growth, while other Atlantic ports with only a tithe of its advantages have attained to enormous proportions and have become the centres of trade and commerce. There were two main reasons for this comparative stagnation: the want of a fertile and populous country in close proximity, and the absence of rail communication with Quebec, Ontario, and the other great farming countries of the West. The completion of the Intercolonial railway removed the last and by far the most serious obstacle to the city's advancement, and had due wisdom at first been displayed in the management of the road Halifax might have been enjoying for the past ten or twelve years the full benefits of the great through trade between the West and Europe, instead of, as now, just beginning to feel its influence. The railway had been constructed with the avowed object of building up the trade between the West and the Maritime Provinces, and making Hal-

ifax the Winter Port of the Dominion. For military and local reasons a long and tortuous route had been selected, which greatly increased the distance to Quebec and Montreal; but the road was a government one, with no shareholders to appease, built solely to foster interprovincial and foreign trade, and if the intentions of the promoters of the enterprise had been carried out a tariff of through rates to compete with Portland should have been adopted. But unfortunately Mr. Brydges, with his famous or infamous commercial policy, appeared on the scene, and under his management the Intercolonial became a mere local route, and the trade of Halifax was injured instead of being increased. Much was expected when a change of government took place, but although the new administration fulfilled its promises in regard to building the deep water terminus, erecting the elevator, and placing every facility in the way of the speedy and economical handling of freight, it was some time before it grasped the true situation of affairs. The Canada Pacific was in course of construction and the resources of the Dominion were being strained to their utmost to complete that great work. It was a life and death struggle. To halt on the way, to leave any portion of the road uncompleted, would have been a breach of its pledges, would have destroyed the utility of the undertaking, and would have likely brought about a grave financial crisis. With wisdom and determination that are worthy of unstinted praise the government pushed the work to completion. The successful opening of the Canadian Pacific and its purchase of rail connection to Quebec removed the last obstacle in the way of through trade over the Intercolonial. The Grand Trunk was interested in the success of its Portland branch, and had naturally thrown every obstacle in the way of the Halifax route. The competition of the Canadian Pacific neutralized this opposition, and nothing that the government could remedy stood in the way of Halifax becoming the Winter Port. Not only that, but through the liberality of parliament and the push of the directors of the Canada Pacific, a short line to Montreal is now being constructed. The government having done all in its power to make Halifax the Winter Port, all that was needed to reap the benefits was individual enterprise on the part of our merchant. The hour had arrived, and fortunately the man or men were forthcoming. The links had all been forged but they had to be united, and Messrs. Pickford and Black deserve the credit of having completed the chain. Their experience as forwarders and steamship agents had convinced them that, in order to divert traffic this way, through rates must be given direct from the point of shipment to the point of delivery. The Intercolonial has met them more than half way. According to Mr. Pickford's evidence before the commissioners of railways he named the rate at which the steamships would carry grain and the Intercolonial based its through rate on that, so, in reality, the railway authorities made the through rate. Mr. Pickford says: "We commenced with comparatively small shipments but they have been increasing year by year. This year we have been shipping grain all through the summer, and without referring to figures I should say we probably ship 30,000 bushels per month on an average." The importance of the facts disclosed by Mr. Pickford's evidence cannot be over estimated, as they prove that a new era has dawned upon Halifax, and that if the present through rates granted by the Intercolonial are properly taken advantage of the commercial supremacy of the city is assured. All that the most enthusiastic Halifaxians expected was that our city would become the winter port; Mr. Pickford's evidence shows that grain can be shipped this way even in summer. The low rates offered by the Intercolonial, which croakers claimed would prove unremunerative, have been shown in practice to act in the opposite way. The traffic of the road has largely increased, and the flour freights, which had been monopolized by Boston, now come direct by rail. The coal, fish and lumber trade have all been stimulated, and the soundness of the government's railway policy thoroughly proved. Mr. Joseph Seaton, from his long experience and matured judgment in business matters, was able to give the railway commissioners many useful hints, and he showed conclusively the necessity of a sliding scale of through rates to meet the exigencies of competition from rival routes.

The feasibility of making Halifax the Winter Port is now established beyond a doubt, and it is only necessary to perfect the details in order to reap the full advantage. Nature has cast our harbor in her grandest mould, and its great advantages can only be demonstrated by the use of the best facilities that the world affords. We need a line of the largest and fastest steamships, lightning express trains to shorten the time to New York and Montreal, and rapid transit for perishable freight. Give us these advantages and the ocean mails will be sent and received from and at this port, passenger traffic will be diverted this way, competing lines of steamers will give our importers the benefit of the lowest freights, and our city will soon become the greatest Atlantic port on this continent. We need fear no rivals. Our progressive sister city of St. John will be greatly benefited by the completion of the short line, but the great lines of ocean steamships will never consent to make her harbor their terminal point. Louisburg and Sydney are bound to do a greatly increased summer trade, but the masses of ice that block up the coast in winter and spring will prevent them entering the lists against us. We hold the key to the situation, and nothing but our apathy and stupidity can deprive us of it. All classes and parties should rejoice over the great future in store for us. Both Liberal and Conservative governments pushed on the work of completing the Intercolonial. No one party can claim it as its own. Mr. Thomas Kenny, of "bitter regret" fame, and the Hon. Alfred Jones, who, as member of parliament, stated that it was impossible to make Halifax the Winter Port, can now shake hands and confess the one that there is now no cause for regret; the other that he was wrong, as Halifax has become the Winter Port of the Dominion.

Out of 700,000 passengers on British railways last year only 100 were killed; in addition 857 employees, trespassers, or suicides were killed.