

## WHITE SLAVERY.

In striking contrast with the cruelty, immorality, and utter discomfort of the farming-out system, is that of the farm and home for the poor adopted in some of the counties of this province, notably Annapolis, Hants and Yarmouth. In Bridgetown, Annapolis County, a farm and a substantial brick house, with outbuildings, &c., has been provided as a home for the poor of the county, where those able to work assist in their own support, to the manifest advantage of their health, self-respect, and contentment. They are under kind and constant supervision, are comfortably clad, fed and kept clean, and promptly supplied with skilful medical aid, and, being in a populous neighborhood, have the great advantage of being watched over by the public-spirited philanthropists and religious people of the place. And yet the cost, as compared with that of the farming-out system formerly in vogue in Annapolis county, effects an annual saving of between three and four thousand dollars. In the first three years of the new system, dating from 1882, a total of \$10,732.52 was saved to the county, as compared with the outlay of the preceding three years, when the county was divided into small poor districts, and middle-men had their perquisites, and pauper boarding-masters, with their families, were provided for.

Contrast this with the squalor, filth, vermin, immorality, and cruelty—culminating in murder—of the farming-out system, and, on discovering that, with all its horrors, the latter costs the ratepayers at least fifty per cent. more than the former, you ask in indignant surprise why this burning disgrace, which has not even the poor merit of economy to recommend it, is tolerated for a moment longer among a civilized people.

Softly, friends, vested interests must be respected. The indemnifier will not willingly forego his annual gains. The farmer or housekeeper is not willing to begin now to hire servants, seeing that, under the present system, he or she can have servants from the overseers, and be paid for maintaining them. Cherished and lucrative evils die hard. Advocates of hoary old sins can always be found, even where least suspected.

The only cure for this evil is an Act of the Legislature, not optional but imperative in every case, carrying out the suggestion of the member for Yarmouth last session, that the poor districts be made co-extensive with the Municipalities, and each Municipality be required to provide a home and farm for the poor within its bounds.

Let this Act be made imperative, not optional, and—as in Annapolis—three years will not have passed by before the manifold blessings secured thereby to the poor, together with the saving effected for the taxpayers, will have convinced the most obstinate of the immeasurable superiority of the new system, and many of its present most vigorous opponents will be found among the least willing to return to the burning disgrace of poor-farming, or white slavery.

We call upon our legislators of both parties to unite in this most necessary measure of true reform. Let not the present session of our Local Legislature pass by without abolishing forever in this province the disgraceful system of farming-out the poor.

## TIME REFORMS.

The success which has attended the trial upon the Canadian Pacific Railway, of dividing the day into 24 consecutive hours, instead of 12 hours, a.m. and p.m., has again brought the question prominently to the front, and it is probable that before many months the new plan will be adopted by Canadian and American railways. We have several times referred at length to Mr. Sanford Flemming's method of dividing the day into consecutive hours; but in view of the probability of its coming into almost immediate use, we would recommend our readers, before hastily condemning the new idea, to give it a trial in their own homes, so that when the railway companies take action, they will have become accustomed to think and speak of the afternoon hours by substituted numerals. By cutting a ring of paper so as to fit inside the present numbers upon a clock, and marking under the hours from one to twelve the numbers from thirteen to twenty-four; any ordinary clock can be made to show the proper time according to the new method, and at the same time, the corresponding time under the old style. In view of the inconveniences and disadvantages arising from the use of the terms a.m., and p.m., the proposed change will be specially acceptable to the travelling public; but in writing not only are these terms to be dropped, but likewise the word o'clock, which is as unnecessary as would be pounds, shillings and pence to represent the different denominations of sterling money, £. s. and d. being recognized as their equivalents. It is suggested that a colon or two vertical dots placed between the hours and minutes will be a sufficient distinction for all ordinary purposes; but that until the change is more generally adopted, notice of meetings, etc., should be written in both the new and old style thus:—"A meeting will be held at 19:30 (7.30 o'clock, p.m. old style)." While we believe that the adoption of the 24 hour system will be of general advantage to the public, we are still of the opinion that the standard time in use on the railways of the Maritime Provinces is an outrageous imposition upon our good nature. What is known as Intercolonial, not I. C. Railway, standard time is one hour in advance of eastern standard time. The Intercolonial standard time is that which has been adopted by the people throughout the Maritime Provinces, while the railways within these provinces have adopted eastern standard time, thus making a difference of an hour between railway and general time, and putting the travelling public to an inconvenience compared with which the use of a. m. and p. m. are mere trifles. This is a matter that deserves the attention of our Provincial Legislature, our City Council and Chamber of Commerce. These railways should be run in the interests of the public and not in the interest of a few officials, and we fail to see under the circumstances what excuse they can offer for imposing

such an intolerable nuisance upon those who are obliged to use the roads. For all practical purposes the northern and western boundaries of New Brunswick might be taken as the line of change between Intercolonial and eastern standard times, and were this done, we would have no good reason to complain. As matters now are, standard time and all time-reforms are fast growing in public disfavor.

## THE RETALIATION BILL.

We give below the text of the Retaliation Bill to which President Cleveland has appended his signature. It will be seen that the President is allowed considerable latitude as to the measure of retaliation which he may adopt. If he is as "ugly" as some members of the Senate, he will decree absolute non-intercourse between Canada and the United States. A cartoonist might then aptly represent young America saying in a pettish way to young Canada: "You shan't play on our front steps!" If, on the other hand, as seems more probable from Cleveland's views as to the appointment of a commission, he takes a more rational stand, he will only interdict Canadian fish and fishing vessels. The purpose of the bill is to frighten the Canadian Government out of enforcing the treaty of 1818, as it has been enforced during the past season. This is what Uncle Sam knows very well as the game of bluff; but he may find that there are people who will not be bluffed, where their rights are as clear as in the present instance. If the American Government had the slightest faith in the justice of their pretensions, they would rather submit the matter to arbitration than cause the two countries so much trouble. As it is, they close their eyes to the necessary restrictions which the Canadian Government must, as a protection against fraud, impose upon American fishermen; they purposely confound merchantmen with fishing schooners, demanding the privileges of the most favored nation for the latter; they work themselves into a high state of frenzy and combativeness over some highly colored sensational reports of outrages committed by the Canadian authorities; and then they declare a retaliation altogether disproportionate to the act for which they expect to retaliate. Following is the text:—

Be it enacted, That whenever the President of the United States shall be satisfied that American fishing vessels or American fishermen, visiting or being in the waters, or at any ports or places of the British dominions of North America are, or then lately have been, denied or abridged in the enjoyment of any rights secured to them by treaty or law, or are, or then lately have been, unjustly vexed or harassed in the enjoyment of such rights, or subject to unreasonable restrictions, regulations or requirements in respect of such rights; or when the President of the United States shall be satisfied that any such fishing vessels or fishermen, having a permit under the laws of the United States to touch and trade at any port or ports, place or places, in the British dominions of North America are, or then lately have been, denied the privilege of entering such port or ports, place or places, in the same manner and under the same regulations as may exist therein applicable to trading vessels of the most favored nation, or shall be unjustly vexed or harassed in respect thereof, or shall be prevented from purchasing such supplies as may there be lawfully sold to trading vessels of the most favored nation; or when the President of the United States shall be satisfied that any other vessels of the United States, their masters or crews, so arriving at or being in such British waters or ports or places of the British dominions of North America are, or then lately have been, denied any of the privileges therein accorded to the vessels, their masters or crews, of the most favored nation, or unjustly vexed or harassed in respect of the same; then, and in either or all of such cases, it shall be the duty of the President of the United States, in his discretion, by proclamation to that effect, to deny vessels, their masters and crews of the British dominions of North America, any entrance into the waters, ports or places of or within the United States—with such exceptions in regard to vessels in distress, stress of weather, or needing supplies, as to the President shall deem proper—whether such vessels shall have come directly from said dominions on such destined voyage or by way of some port or place in such destined voyage; and also, if he thinks proper, to deny entry into any port or place of the United States of fresh fish or salt fish, or any other product of said dominions, or other goods coming from said dominions to the United States. The President may in his discretion apply such proclamation to any part or all of the foregoing named subjects, and may qualify, limit and renew such proclamation to any part or to all of the foregoing named subjects, and may qualify, limit and renew such proclamation from time to time as he may deem necessary to the full and just execution of the purposes of this Act.

Every violation of any such proclamation or any part thereof is hereby declared illegal, and all vessels and goods so coming or being within the waters and ports or places of the United States contrary to such proclamation shall be forfeited to the United States, and such forfeiture enforced and proceeded upon in the same manner and with the same effect as in the case of vessels or goods whose importation or coming to or being in the waters or ports of the United States contrary to law may now be enforced or proceeded upon. Every person who shall violate any of the provisions of this Act or such proclamation of the President made in pursuance hereof shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine not exceeding \$1,000 or for imprisonment for a term not exceeding two years, or by both said punishments in the discretion of the court.

France has spent on her army in the last sixteen years, \$2,800,000,000, and the annual cost is nearly \$200,000,000. In the same period, Germany has spent \$1,600,000,000, and the annual cost is over \$100,000,000.