

## THE FOUNDATION OF HALIFAX.

Yesterday week, what is sometimes called the "Natal Day" of our good city, was celebrated as a holiday—with horse races in the afternoon, and a promenade concert at the Gardens in the evening. It was a pleasant day, with a refreshing breeze, and everyone seemed to enjoy it. The racing was exceedingly good, and the riding excellent, the only thing we saw to find fault with being the deliberate purpose of one of the jockeys to try the horses of his competitors by causing false starts. We were glad to see that these discreditable tactics—which ought to be seriously dealt with when clearly apparent—failed to ensue success. The band did not play particularly well; but on the whole, it was a pleasant afternoon. The evening in the Gardens was also very enjoyable, and the Italian string band played remarkably well.

We rather like the custom of celebrating this anniversary by a holiday. It is true that Halifax, taking into account its age, ought to be a more important city than it is; 139 years is a long time to take to build up a population of, say 45,000, which is giving a fair margin from the census of 1881, when we consider all that Nature has done for us. The harbor is the finest in North America, for both New York and San Francisco are bar harbors, and Esquimaux is small. The four finest harbors in the world, we believe—at least it used to be so thought among nautical men—are Rio Janeiro in Brazil; Sydney, N. S. Wales; Halifax; and the Cove of Cork. For practical purposes of commerce, bearing in mind the ample size, splendid depth of water, excellent holding ground, and sheltered entrance, Halifax may be said to be unsurpassed even by Rio or Sydney. With her own Province rich in so many natural products, and the whole Dominion behind her, Halifax would soon rise to her destiny, part of which should undoubtedly be that of becoming the Winter Port of the country, if she possessed a larger number of men of energy, breadth of view, and progressive ideas.

Halifax, as was remarked five or six months ago by a contemporary, "was not destined to be a fishing and trading town only, it was destined to be a great Commercial Shipping Port," and it is high time its people began to feel this and act upon it.

Many solid and some very handsome buildings now stand where Lord Cornwallis landed in 1749, and a great railway runs into the city, but with the curious falling short of what ought to be done, which seems always to have paralyzed enterprise in connection with her, it was not pushed far enough into the centre of the town when it might have been done at a cost which would certainly not have been great in view of the importance of the object to be attained. The general aspect of the city is pleasant, and its means and places of recreation by no means despicable, yet every one feels it ought to be far in advance of what it is. Toronto, not much more than half the age of Halifax, is said to have now a population of 150,000, and is increasing in an increasing ratio. Between 1871 and 1881, Toronto laid on 30,000 souls, over three fourths of the population of Halifax at the latter date.

Sometimes we fancy we discern some faint tendency to enterprise, but we fear too many of our wealthiest people are content to sit with their hands in their pockets, and their capital lying useless in the banks, and sighing for the days when Halifax was the distributing centre for the whole Province, when, as yet, the superior energy and enterprise of smaller and younger towns had not wrested this advantage from her.

Almost the only guarantee of progress discernible, however, is the fact that the population has now attained a number at which the natural multiplication must assume more visibly telling proportions.

As there really is very considerable wealth in Halifax, let us hope with the Archbishop, who has more than once referred to the subject, that in time—we will not say in due time, because the time is over-due—public spirit may arise worthy alike of the riches and the advantages of the "city by the sea!"

## MILITIA EQUIPMENTS.

A good deal of discussion on this question has been going on for some time past. Most is to be learned on the subject from the *Militia Gazette*, the title of which, by the way, tends to a confusion of ideas with the *Government Gazette*, whereas it is quite an independent organ of the Force. Little effect seems as yet to have been produced on the Department by the recommendations of Sir F. Middleton, or Major Peters of the Canadian Artillery, or the free discussion of the *Gazette*. Sir Frederick has long ago insisted on the substitution of brown leather belts for the pipe-clay abominations, Major Peters does the same, and the *Gazette* backs them up, but the beginning of a change with a single corps even, as an experiment, is yet in nubibus.

"The administrators," says the *Gazette*, "might commence by at once throwing aside all old-fashioned British traditions \* \* \* and initiate ideas practically adapted to the requirements of the country. Why should the Canadians adopt the heavy ornamental parade helmet and tight-fitting tunic because the Imperial troops wear them?" And echo answers, "why?" We have erewhile indicated our own ideas which we will briefly repeat. Both the scarlet and the dark green are conspicuous marks, and we would substitute a carefully selected shade of grey for both in the Militia of the Line; we will leave Artillery out of the question at present. Or if the rifle green should be retained, we advocate bronze instead of silver, for belt ornaments, spurs, and scabbards, and field glasses should take the place of the present useless pouch. We deprecate over-loading uniforms with lace, which entails needless expense, and we hold that the exercise of taste can make the simplest uniform gentlemanly and attractive. As an example, a scarlet serge patrol jacket may be made to look distinguished, with scarcely any lace, by the adoption of a black velvet collar. In any uniform the simplest distinctive lace on the sleeves is sufficient.

It would, however, we think, be a mistake to make tunics or patrol

jackets looser than a free and comfortable fit. Any coat too loose sets in wrinkles under belts, though the arms should be quite easy, and the cuffs only large enough to pass the hand with ease. Trousers should be of peg-top shape, and narrowing to the foot, so that they may go inside a boot or gaiter without much ruck.

The glenzarry, as a forage cap, is universally condemned. If a forage-cap is required, it should certainly have a peak, affording real protection to the eyes. But it is quite a question (although we do not think the present helmet a very heavy or uncomfortable head-dress) whether the substitution of a broad-brimmed soft hat, such as the Americans and the Italian bersaglieri wear, would not obviate the necessity for a forage-cap at all. It may be easily ornamented, and one brim be looped up. The Italian riflemen wear a plume in it, or at least did some years ago, and we do not know of any change.

We would abolish the tunic altogether, and make the patrol jacket do all duty, and we would sling the sword straight up and down by two short slings meeting a few inches under the mouth of the scabbard. This was done in the Navy years ago, but officers were fond of their long slings, and got them back again. There is no question, however, of the nuisance of the sword in manœuvring. Hooking it up is forbidden with the patrol jacket, and the left hand is taken up with holding the scabbard, which is well enough in a "march past," but a crippling inconvenience in the field, while with the tunic the hook is so high up as to be got at with difficulty, and the sword hangs very uncomfortably when you have got it up.

As regards valise equipment, Major Peters, who is a radical reformer, has, we learn, invented an equipment of his own, which we have not had the opportunity of seeing. We are, therefore, of course, unaware of its merits; otherwise we can scarcely imagine a better contrivance than Mr. Oliver's, which the Department, if it could have made up its mind to an initiatory effort to remedy the existing serious defect, might have had at any time ready to its hands to experiment with.

As the *Gazette* suggests, probably the best thing would be to appoint a commission.

## THE NOVA SCOTIA COAL BOUNTY.

Since we first noticed this subject—one of the greatest importance to this Province—we have observed with satisfaction that Mr. David Armstrong has continued the discussion, which, so far as we know, he was the first to raise. We apprehend that we are indebted to this gentleman for one of, if not the first definite and feasible proposition calculated to benefit Nova Scotia. A large proportion of the Press has so long made it its especial business to sing (without the charm of *Amina*) "All is lost to me forever, that vast numbers of simple and credulous people, wearied with importunity, fold their hands and sit down by the wayside, and in mournful cadence join the melancholy chorus; and the worst of it is, that *"tout est perdu,"* lacks the wholesome addendum, *"for l'honneur."* In the midst of the careful vagueness of the dismal *miserere* it is re-invigorating to meet with a tangible suggestion of policy. Both Dominion Government and Opposition prate of magnificent distances, but no practical home suggestion emanates from either.

Mr. Armstrong presents evidence that the Pennsylvania Combine has been compelled by the competition of the Nova Scotia mines to place in the markets of Quebec anthracite coal over 50 cents per ton less than they charge to Ontario.

He infers that a bounty of 50 cents per ton would enable Nova Scotia to deliver nearly a million tons annually of bituminous coal in Ontario. By this means the Pennsylvania corners would be obliged to lower their Ontario rates by the amount of the bounty, and that five or six millions of dollars, of which Ontario is now annually plundered by Pennsylvania, would be kept in the country, while Nova Scotia would receive a direct and material benefit. Moreover, Ontario would get a cheaper and better coal.

It stands to reason that paying immense sums to the United States, and keeping the Dominion at their mercy, is poor policy. It would pay to give a bonus of fifty cents a ton, but probably a less figure would suffice.

Another course was recently indicated in a contemporary. "Ten cents per ton," the *Herald* said, "on 1,000,000 tons, would give \$100,000 per annum, which, at 5 per cent would pay an interest on a capital outlay of \$2,000,000, and this would construct a fleet of colliers suitable for the traffic. If a subsidy of \$100,000 a year were jointly guaranteed by the Dominion, Ontario, and Nova Scotia Governments, to a fleet of colliers capable of supplying the Ontario market, the desired object would be successfully achieved, and Ontario could afford to pay a portion, as it would lead to a large saving to the Ontario consumers. The Nova Scotia Treasury would receive \$70,000 in royalties on this output of coal, and the Provincial Government would thus be enabled to make a similar appropriation."

Without expressing any opinion on this particular scheme, it is evidence that there are ways and means of carrying out in some shape a measure which would have the effect of keeping some millions of dollars in the country, of benefitting the coal interests of Nova Scotia, and of cheapening coal to the Ontario consumers. Surely these ends are worth a strong and combined effort.

The *Manitoba, North-West and British Columbia Lancet* has a strong article, by Dr. Paul H. Krutzschmar, of Brooklyn, N. Y., on "The Use of Alcohol in certain forms of Fever." It is marked by discrimination, and concludes thus:—"Any physician who would allow a patient to die from heart failure in typhoid or pneumonic fever, without giving alcohol a fair trial, should be condemned without hesitation." This entirely agrees with the actual experience of those familiar with cases in which great prostration of the system has supervened.