

side—having failed to propagate, by means of speeches in the United States, his gospel of Annexation with any degree of promise in Canada, has exhumed his *Bystander* from the grave-yard of the past, and between its green covers from month to month are contained jeremiades upon our present woeful state, and predictions of wrath to come unless we accept his way of national salvation, calculated to freeze our very marrow if we thought them worthy of serious consideration.

Take for instance his remarks upon the opening of the current session of the Dominion Parliament in the *Bystander* for the present month. His utterances in regard to the financial condition of the country, besides being ingeniously untrue, are flavored with a malevolence towards the best interests of our young nationality that forfeits at once the respect of right-thinking and patriotic men. I don't for the life of me know what has rattled Dr. Smith so badly in the line of politics. That he is a man of great educational attainments and literary culture is beyond dispute, but it is obvious that in undertaking to run the Canadian federation he is exercising himself in matters that are too high for him. His usefulness ceases in his adopted country when he masquerades as a statesman. In that role we are tempted to apply to him the words of Shakespeare's Timon to Apemantus:—

"Were I like thee I'd throw away myself."

To show how deep-rooted is the splanetic Doctor's antagonism to the well-being of the Canadian Federation, let me make one or two extracts from other portions of the number of the *Bystander* referred to. On page 149 he satirically remarks:—"Two Russian engineers the other day took a trip over the C. P. R. to gather hints for the construction of the railway in Siberia, a compliment which suggests, by the way, that Canada is Siberian." Again, in having a fling at the Governor-General's custom of fathering the speech framed by his constitutional advisers, he says:—"If in the land of Mumbo Jumbo it were the custom that at the opening of a tribal assembly one man should deliver as his own a speech which another man had written we should moralize pleasantly on the grotesque habits of uncivilized nations." For a man, so well acquainted with the nature and operation of constitutional government in Great Britain and Canada as Dr. Smith is, to be guilty of so silly and inane a deliverance as that last quoted, argues that in the pursuit of political chimeras his mind has become well-nigh irresponsible.

DIXIE.

OUR SCHOOL BOOKS.

Editor Critic,—I am pleased to see articles in *THE CRITIC* on education. They stimulate thought and arouse the attention of educators. Let these writers give something definite, let them become better acquainted with our school books and know whereof they are writing. Yet how natural to find fault when the writers belong to private schools, or the old school of ideas. Our school system is such that it can be improved, and our text books could be better, but where are we to get better ones? Our grammar and geographies are provincial and new, but why find so much fault? Many persons find fault with the grammar chiefly because they do not take the time to become well acquainted with it.

Will Philomathes point out the faults of the book? Has he merely glanced at the book? When Philologia asks which series of Readers Philomathes refers to he touches a point which all these writers must keep before them. No! Philomathes did not know we had two series of readers. I conjecture Philologia is patriotic, yet gives no word of praise to the History of British America.

We have had several histories of Canada from Jeffer's primer up to large works. None appeared to be just what the schools wanted.

When Duncan Campbell gave us the History of Nova Scotia, a work of 660 pages, it was well received. But when he gave us the small one for the school complaints were heard from many that the language was not suitable for the public schools, and many examples were given in the press of errors in one form or another. Many letters—some very interesting—appeared for and against the work. No such complaints have been heard in regard to the History of British America, and Philologia would confer a favor on many by pointing out such errors as he hints at, as would Philomathes also in regard to the grammar and geography, and would oblige an

Lunenburg, Feb., 1890.

EDUCATIONAL WORKER.

INDUSTRIAL NOTES.

The *Hants Journal* publishes the following abstract of shipping registered in the County of Hants:—

7 Steamers.....	619 tons.
39 Ships.....	59,758 "
92 Barques.....	90,275 "
17 Barquentines.....	8,657 "
11 Brigantines.....	3,563 "
74 Schooners.....	7,855 "

240 Vessels..... 170,751 tons.

Councillor William Holmes is making extensive improvements in his carriage factory, which will enable him to largely increase his business, and, we trust, do much to meet the competition of larger establishments in the Upper Provinces. He is introducing steam power, and putting in pony and buzz planers, circular and band saws, turning lathes and other machinery. This will occupy the second story, and here a good work generally will be done. A large portion of the lower flat of main building will be nicely fitted up as a carriage wareroom, where the finished vehicles will be exhibited. This will be 60x32 ft. A spacious office will occupy part of the front of

this flat. The third story will be used for the painting rooms and storage of lumber. An elevator runs between the different flats. Mr. Holmes' buildings are ample for carrying on a very large business. They consist of main building, 100x32, and L. 90x30, all three stories. The blacksmith shop, where all the iron work is done, is in the L. The factory has, since it was opened in 1867, justly enjoyed a high reputation for the quality of its work and excellence of materials used. Last year it turned out 75 carriages and express waggon, 30 truck waggons, 10 horse carts, and repaired and repainted 120 carriages. It is now at work on sleighs, but owing to the lack of snow the output of these will be small this season. We trust Councillor Holmes' enterprise will be rewarded with a big business for 1890.—*Amherst Record*.

Mr. David Roche, painter, paper hanger, &c., 234-6 Argyle Street, is opening a branch of his establishment at 15 Barrington Street. Mr. Roche is special agent for C. & T. G. Potter's English Paper Hangings, and is otherwise well known for good stock and efficiency of work.

Nova Scotian Industries.—E. F. Clements of Yarmouth is in Ottawa in the interests of the National Construction company and of the Manhattan Cotton Duck company. He will interview members of the government in regard to the protection that the companies say they want in the manufacture of their goods. The last named company intended to go largely into the manufacture of cotton duck lines and will erect suitable buildings with 30,000 spindle capacity and a yearly output of two million yards of duck. The capital stock, which has already been all subscribed, is \$500,000, and all that the company want now is the necessary legislation to go on with the work. The location of the factory has not yet been decided upon, but Mr. Clements says that the company have had sites and promised exemptions from municipal taxation offered to them in both New Brunswick and Nova Scotia. He will interview the minister of finance and customs and press the claims of the company to have the duties increased on the lines and twines which will be manufactured by them.—*Cumberland Leader*.

NEW COMPANIES.—The *Royal Gazette* contains a notice that the St. John Dock and Harbor Improvement Company has been incorporated. This is the Van Sooten Company.

The *Gazette* also has a notice of the incorporation of the Pope Manganese Company.

Notice is given that application will be made for the incorporation of the Acadia Pottery Company. The objects for which incorporation of the said company is sought are: The manufacture of all kinds of earthenware, crockery, terra cotta-ware, stoneware, tiles, pipes, drain and sewer pipes, and bricks, and every description of articles, goods and wares manufactured in a pottery, and buying, dealing in and selling the same; and the buying, leasing, having and holding any lands, houses, buildings, materials and other property necessary to carry on such business, and the transaction of any business incidental to the foregoing. The chief place of business will be in St. John. The capital stock will be eight thousand dollars, divided into eighty shares of one hundred dollars each. The following are the applicants: Arthur C. Fairweather, of St. John, barrister-at-law; J. Fenwick Fraser, of Rothesay, gentleman; Frederick Blackadar, St. John, dealer in crockery and glassware; Hedley V. Cooper, St. John, gentleman; Daniel Berryman, of St. John, doctor of medicine. Arthur C. Fairweather, J. Fenwick Fraser, and Frederick Blackadar, three of the above named applicants, are to be the first or provisional directors of the said company.—*St. John Globe*.

Fairville, St. John, is to have an immense brewery, which Messrs. Mooney & Sons are now building for Mr. James Ready. The plans have been made by a New York architect, and provide for a structure of five stories 150 x 59, besides boiler room and engine house. Two of the stories are to be built of granite and to be below the level of the street; the work for this is already well under way. Three stories will be furnished with iron girders. It is expected that 1,000 tons of granite will be used in construction. Operations are to be pushed on with all possible speed to have the building completed at once.—*St. John Telegraph*.

An exchange says: "The progress of the coal industry in the Maritime Provinces is plainly shown by the fact that the output from the Cape Breton mines is three times as great for the past twelve months as it was ten years ago. How important is this interest may be judged from the calculation that over twenty five thousand draw their means of living from it, in whole or in part. And this is without considering the coal mines in the other parts of the Maritime Provinces, in British Columbia and the Northwest Territory."

With the Windsor Foundry Company mining machinery is a specialty. They are now building an Emerson Capstan-Windlass for Messrs Jacob Pickles & Sons of Mahone Bay, also an iron windlass for Mr. C. R. Burgess of Wolfville, and one for Mr. W. H. Mosher of Avondale, besides two more for Mr. T. A. Mosher of the same place, while they have many more orders on hand. Their work has attained a high reputation.

One hundred and eighty-two new vessels were registered in Nova Scotia during the present year, and 175 struck off the lists, but there was an increase in tonnage of 18,589 tons. The total tonnage of the province is now 469,722. In P. E. Island 21 vessels were registered and 15 struck off. The present tonnage is 34,500, a decrease of 1,080 tons.