

the French race in Louisiana, and her language, customs, and laws thereafter live only in fable or romance.

And why should we, who believe in the desirability of this great national consolidation, be for a moment discouraged by the fate of those Empires which have ruled the world from time to time, and then sunk into oblivion? Assyria, Babylon, Medo-Persia, Judea, Greece and Rome have each played a mighty pipe in the diapason of the cosmic orchestra but their sounds have been hushed;—and simply because they were not in accord with the "harmony of the spheres," and bloodshed and rapine or sensuality and false philosophy marked their national aggrandizement and sealed their doom. The cruelty and rapacity of the semitic peoples of Assyria and Babylon prevented them from benefiting by the assimilation of conquered races unto themselves, for the indignities suffered by the conquered rendered them over ready to revolt against their oppressors; the Medo-Persian Empire fell before the internecine strife of its constituent tribes; Judea lost the splendor of her possible destiny by perverting her theocratical institutions; Greece approached very near the ideal Empire, but her philosophy fell short of the truth, and her prestige waned in company with her national virtue; the light of Christianity dawned upon Rome, but not in time to save the ancient civilization which had, before that era, sown the seeds of irrevocable decay; but there is no parallel between the history of these departed nations and the wondrous possibilities of the British people. Britain rose to prominence in the full light of Christianity, and wherever her flag has penetrated she has planted the seeds of freedom, enlightenment, and the civilization of the new dispensation. She is working out her national expansion upon entirely different lines from the former masters of the world, and her grandest achievements are yet to come through the co-operation of her mighty Colonies. Not we should not take alarm at the experience of former Empires, so diverse in their aims and deeds, but we should rather regard them as stepping-stones in the progress of mankind towards the full fruition of national development in the federated Empire of Great Britain and her Colonies.

Several divisions have taken place in the House of Commons since my last writing, upon a number of proposed changes in the customs tariff, but which have been voted down by the Ministerialists in each instance. On the division upon a resolution to admit corn from the United States free of duty General Laurier was the only supporter of the Government who voted against them, and in favor of the proposed change in the tariff. The Government's working majority for the session is about 40.

Mr. Jamieson's prohibition resolutions have been propounded to the House, but a division upon them has not yet been reached.

DIXIE.

#### INDUSTRIAL NOTES.

The Burrell-Johnson Iron Co. of Yarmouth, N. S., have at present all they can do. They are building a passenger Steamer and have taken large contracts for Engines and Boilers. The prospects ahead are very bright in all lines, and the present year promises to be the best they have ever had, taken all round. They employ about 100 men and will soon have more.

The Nova Scotia Glass Works, at New Glasgow, N. S., began operations at that place in 1881, and have since then been fairly prosperous, paying an annual dividend of seven per cent. on capital stock, and have now on hand a reserve fund of twenty per cent. They have sold in the seven years over \$600,000 worth of goods and paid in wages, \$260,000. About four-fifths of the goods have gone to the upper provinces, some going as far west as British Columbia. The company employ almost entirely Nova Scotia born labor, the exceptions being a few foreign expert mechanics. About 135 men and boys are employed, and the annual pay roll is about \$35,000. The company contemplate enlarging their business and hope within the next year to double their output.

Messrs. H. H. Crosby & Co., manufacturers of Boots and Shoes, whose factory is at Hebron, Yarmouth, N. S., employ 41 hands exclusive of salesmen and travellers. They have all the latest improved machinery, which is run by water power, supplemented by a steam engine which is sometimes used in the summer time should the season be extremely dry. Trade opened rather dull early in the year, but as it advanced they find their orders up to and above last year's trade at this time. The out-put last year was a little under \$40,000. They think buyers were later in placing orders than usual, which they consider a wise proceeding, leaving themselves as much time as possible to clear off stocks on hand.

One million bricks were made in Mr. J. Miller's brick yard at Shubenacadie during last season.

There are about two million feet of spruce deals at the Indian Road Mill, seven miles from Shubenacadie, which will be shipped from that station as soon as sufficient snow falls to allow of its being brought to the village.

The Book and Job Printing business now conducted at 125 Hollis street, Halifax, under the well known firm-name of James Bowes & Sons, is, we believe, the oldest Job Printing concern in the province, being established about 1830. Since moving to their present central quarters, adjacent to the Queen, Halifax and Albion Hotels, they have added to their plant two Campbell Cylinder Printing Presses, besides type and labor-saving material of the most modern kind, which is being constantly replenished. The building is of brick and was built for a printing office by the proprietor of the

defunct Daily Reporter and Times. The office is on the ground floor, where orders may be left. It is connected by speaking tubes with the composition and press-rooms. Telephone No. 408 is here fitted up for the convenience of customers. The boiler and the steam engine, which runs the machinery, as well as the largest press are in the basement. The firm transacts a general Book and Job Printing trade. Having satisfactorily administered to the wants of our legal and business men and others for over half a century, they have no doubt "filled the bill" in their line—they seem determined to do so in the future—we therefore bespeak for them an increase in their business, commensurate, at least, with the growth of our city.

Messrs Ganong Bros, Manufacturing Confectioners, St. Stephen, N.B., are busily engaged at present in remodelling their premises. They have refitted the front section of their building which gives them four flats 65x50 feet including retail stores and offices. They have also contracted for brick and other material for re-building the rear section of 85 feet, and, by removing boiler, engine and engine rooms and bakery to a separate building, will have much better accommodation than before.

The Burrell-Johnson Iron company of Yarmouth are constructing a boat for the Petecodiac, N. B., Steam Navigation company, of the following dimensions:—Length of keel, 60 feet; over-all 65 feet; depth of hold, 6 feet; breadth of beam, 15 feet. She will be supplied with a compound surface condensing engine, steel boiler, and a water tank of 2000 gallons capacity, with steam pump, for carrying water for ships. She will be fitted with a saloon for passengers, a house for freight on deck, and pilot house, all fitted with the latest improvements. She will be heated by steam, and will be launched about the 1st of May.

As an evidence of the high reputation won by Yarmouth iron manufacturers abroad, we may mention the fact that Frank H. Wilson & Co., of the Milton iron foundry, have within a few days past received from Alexander Stephen & Son, shipbuilders of Glasgow, Scotland, an order for four large power capstans for the iron ships they have now under course of construction. Wilson & Co., have recently shipped the capstans for the new iron ship now being built at the same place for J. W. Carmichael & Co., of New Glasgow, N. S. We may add that Messrs Stephen & Son purchased the capstans which F. H. Wilson & Co. had at the London Exhibition.—*Yarmouth Herald*.

Many establishments find employment for a number of hands in handling and dealing in hides, calfskins, etc., from the time they are taken from the backs of the animals, in the form of raw hides, until they are converted into boots and shoes and other articles of utility. Not the least of the industries is that of the dealer in skins, for it is by means of his enterprise that the producer of the raw material finds a market for his hides and pelts. Engaged in this important branch of business is the well known firm of Messrs Fulton and Foster, who occupy spacious warehouses on O'Connor's Wharf, Upper Water St., Halifax. The house deals extensively in wool, hides, calfskins, etc., and the highest prices are paid for these articles of commerce. The firm do a big business as wool-pullers and dealers in all kinds of hides, and they enjoy ample facilities for conducting all transactions under the most favorable auspices and are prepared to render their customers every possible advantage. The individual members of this co-partnership are Messrs Harland Fulton and W. F. Foster, both natives of Nova Scotia and gentlemen of enterprise and active business ability.

The annual meeting of the shareholders of the Union Furniture and Merchandise company, Bass River, was held in Victoria hall on the 5th instant, George Fulton, president, in the chair. The secretary read the directors' report of the business for the past year, which showed a fair increase over the previous year, and a satisfactory result in the way of net profit. The old directors were re-elected.

Shipbuilding booms on the Parrsboro shores, says the Springhill News. Chas. Smith, of Port Greville, has men getting timber for a large two-masted schooner. Messrs. Elderkin, of the same place, are building the vessel. E. I. White, Apple River, is preparing timber for two vessel frames—one 300, the other 200 tons. Several other vessel frames are to be set up along the shore in the spring, and one in Capt. D. O'Neil's shipyard at Parrsboro:

#### CITY CHIMES.

A large, intelligent and very patient audience attended the Academy of Music on Thursday evening of last week, to listen to the rendition of Haydn's "Creation" by the Halifax Oratorio Society. If we had not attended the performance and had to depend upon the report in the *Morning Herald* as to its character, we might fairly conclude that we had missed a treat. This is what our contemporary says about it:—"From the first note to the 'Amen' in the final quartette and chorus there was not a single hitch or note out of tune, but every bar was as perfect as time and tune could make it. The accompaniment, composed of the Haydn quintette club, assisted by a portion of the Duke of Wellington Regt. and by Mrs. Burgoyne on the piano, was a treat in itself; and any one who was so unfortunate as to be absent from the academy last night will surely regret it." Such a fulsome critique must have caused more than one reader to smile; for as a matter of fact, the accompaniment was decidedly out, both as to time and tune, in a number of places, and evidently required very much more practice. Taken as a whole the soloists were below the average of our best amateurs, and with the exception of Mrs. Hagarty were rendering music far