

Among the projected enterprises worthy to be carried out in Halifax is the establishing of Turkish baths for ladies and gentlemen. These baths are very popular in many American cities, and when well equipped they never fail to be well patronized. The luxury of these baths, which are at once so healthful and pleasurable, will be appreciated by Halifaxians, and the proprietors of the enterprise may count on its success.

We are informed on the authority of experienced observers that the alleged obstruction of navigation by sawdust is, at the most, of extremely little extent or importance, especially where the current is swift and the rise and fall of the tide considerable. The LaHave River is in some places quite narrow and the current very strong, particularly at the ebb, so that the sawdust is effectually taken downwards and outwards.

The Union of the Maritime Provinces under one Provincial Government is desirable for several reasons, but local differences for the present shut out much chance of its being brought about in the near future. When our sister Provinces of New Brunswick and P. E. Island appreciate fully that their interests are identical with those of Nova Scotia, then we may hope to see evolved a measure which will make union at once practicable. Young Nova Scotians must first overtake the work of forming a bluenose party that will not shrink from placing the country before individual interests, and whose watchword shall be country first, last and forever.

The members of the Maritime Press Association are now off on a holiday excursion in Cape Breton, and right royally they are being entertained. These quill drivers have an aptitude for enjoyment unknown to the writers of other professions, and it is due to this fact that such a friendly spirit exists between the representatives of journals on the opposite side of politics, while the politicians are scarce civil to each other. We have Maritime union in the churches, in our colleges and educational institutions, in the press, in our business relations between these Lower Provinces, and it is only a matter of time before political union follows. Let the press do its share toward hastening the union, and its advent may not long be delayed.

Whatever reforms or improvements may have attended the recent change of management of the Windsor and Annapolis Railway, an increase of the normal speed on that road is certainly not one of them. The slowness of the trains is of course a subject of chronic complaint, but the public can do little but grumble, and the company is sublimely indifferent to impotent growlings. The opening of the Aldershot camp, bringing as it did many persons who do not probably often travel on the W. & A. R., swells the chorus of the discontented by a number of voices all the louder because their owners are unhabituated to the nuisance. To such it is as provoking as it is extraordinary and discreditable that it should take four hours and a half to accomplish a distance of 100 miles. The morning express leaves Halifax at 8 a.m., and is due at Wilmot, 98 miles, at 12.27. This is a rate barely over 20 miles an hour, whilst 33 is about as slow as any passenger train ought to be run. Certainly it should not take more than three hours to run 100 miles, and the loss of time to passengers by slower rates of speed is a real grievance.

The following extract from a sermon preached recently by the Rev. Dr. Gouin, of Laval University, to the French Acadians of Prince Edward Island, is well worthy of the attention and approval both of French Canadians and the Protestants who are fomenting race and creed differences throughout the Dominion:—"Though they had many things to remember with pride, many reasons to be proud of the land of the vine, the throne on which a St. Louis had sat, still they could not help seeing that it was by a special dispensation of Providence their allegiance was transferred from the France of to-day to the calm, peaceful, tolerant rule of the Queen, who now rules the destinies of Great Britain. Though forming a distinct nationality as to origin, they should live in peace and harmony with their brothers of English, Irish and Scotch blood, and help to build up this great Dominion. As in a chime of bells, each bell has its characteristic tone, yet all combine to form the harmony of the whole, so these different nationalities, retaining their distinctive characteristics, would unite to make Canada a great and prosperous nation."

Bridgewater had on Saturday a grand gala day, which, we are told by a gentleman who is posted, is called the Monster Saw Dust Day. The same gentleman kindly enables us to say something on the subject with the reflected knowledge imparted to us. The argument that the sawdust is injurious to fish is so far as we have seen of a general nature and lacking details of proof. It certainly does seem to us that any given area of the bed of a water course covered with sawdust cannot be so available to the habits and comfort of fish in general, as the same area in its natural state. On the other hand the stoppage in any locality or degree of an industry so important as that of the sawmills is a very serious matter. As regards this spawning of fish, especially salmon, it is well understood that they go as far up a stream as is possible to them. The greater evil would therefore appear to lie in the building of insurmountable dams across a stream, and the remedy, the construction of fishways wherever such obstructions have been created. Experienced persons assert that the evil effect of sawdust on fish is, if not altogether, a myth highly exaggerated. As a confutation the Port Medway River is cited. This river has mills situated on a branch stream formed by an island, and on this stream, on which the mills are situated, and down which tons of sawdust descend daily, thousands of salmon are to be seen lying under the mills, and seemingly enjoying themselves under the shade there formed, while not fifty feet distant is the clear running stream without any obstruction to the ascent of the fish to their spawning grounds.

It always makes our blood boil to hear those Nova Scotians who have for a time lived in the States, averring that they could not live in this Province under any circumstances. Many of these whitewashed Americans are extremely ignorant and seem to know nothing whatever of the progress our people have made in the past decade. Had they studied domestic economy they would find that, taken man for man, the prosperity of those who stayed in Nova Scotia has been greater than those who have sought a living elsewhere, for is it not a fact that not one of these braggards can boast of fortunes as great as those of many of the men they left behind them, who started in life with scarce a penny to their credit. Yes, boys, before seeking lands unknown make an effort to obtain a living in your own fair Province.

A man named Graham has actually gone over Niagara Falls in a vessel specially constructed according to his ideas of what might possibly be able to pass the ordeal, and has come out not only alive, but apparently, beyond being somewhat bruised and a good deal exhausted when taken out of his shell, not much the worse for his tremendous experiment. One hardly knows whether to be glad that the man has not become the victim of his folly, or sorry that an instance of success will in all probability produce a crop of imitators. Former observations, if they be at all reliable, have always gone to show that things sent over the great falls have never reappeared in any recognizable shape, but have been ground and split into minute fragments. It would therefore appear probable that the foolhardy Graham may have owed his immunity to the mere chance of his tub having gone over at a spot where perhaps the formation at the bottom favored its escape from absolute destruction. As it was it was pretty well wrenched and knocked about. Surely it is time some decisive steps were taken to prevent the consummation of their folly by the feather-headed type of person to whom this miserable kind of notoriety appeals with such apparently irresistible force.

A notable feature in the Aldershot Camp this year is the Springhill Band, attached for this drill to the 93rd Battalion. This excellent band is essentially a miners' band, but there is no sign about them of the roughness usually associated with a mining community. They are clean-shaved and particularly well set up young men, with that sharpness, and one might say delicacy, of feature which usually go with a tendency to culture; their uniforms fit them well, and their accoutrements are bright and clean. In fact there is nothing about them that savors of mining except their unmistakable muscularity. But prepossessing as the first glance may be, it is only when they begin to play that you realize the culture to be more than superficial. Then you begin to find that they possess that desideratum so often looked for in vain in very good bands—subdued playing. They never blare, and their perfect time and quick precision in rapid passages equal the refinement of taste which prevents their making a mere row. Their cornets, moreover, and even some of their larger instruments, are silver, which partially accounts for the softness of their playing; and altogether they are a credit to themselves, to the district from which they hail, and to the Regiment to which they are attached.

As an instance of the unquestionable damage to a great industry which results from a stoppage of mills on account of sawdust, it may be noted that had the mills on the LaHave been in operation this season \$100,000 more in actual cash would have been circulated, besides the profits yearly accruing in such a business, in itself no inconsiderable sum. In addition there would have been the earning of wages by the men employed in shipping 15,000,000 feet of lumber, and the steady employment of a large number of coastal schooners, which, by the exertions of the different captains had been worked up to be a very remunerative business. The operations of the energetic firm of E. D. Davison & Sons of Bridgewater involves the employment of 500 operatives of various branches of labor employed in handling lumber. The stoppage of such operations naturally goes far to swell the "exodus," and had not the N. S. Central Railway been in course of construction the situation would have been worse. It would appear from these considerations that, whatever may be the merits of the case, the county of Lunenburg must have suffered heavily from the enforcement of the existing law, while it scarcely appears just that while it is sustaining this great loss other localities should be exempt from its operation. We shall probably have more to say on this subject at an early date.

The Halifax Herald of last Friday has a leading article suggestive of a strong point. "Those," it says "who talk of giving over to despair simply because of the temporary difficulties which we are called upon to adjust, would do well to read and consider the early history of the neighboring republic." The hint is good. To the Americans will ever belong the high prestige of thorough national pride and confidence. In the darkest hours of their struggle for independence they did not lose heart and courage, and we are reminded of the famous Consul Varro, a man of but slender ability as a general, but who yet had the pluck, with, as he must have felt, the full consciousness of his short comings weighing on him, not to despair of the republic even after the crushing defeat and frightful carnage of Cannae. This the then magnificent Senate of Rome counted to him for a righteousness sufficient to cover all the ill-success that attended his rashness. It is a pity that ancient history is not more studied and laid to heart than it is—many are the lessons we might learn, to our encouragement, from its episodes. What are the difficulties we have to grapple with compared with those of Rome after Thrasimene and Cannae? or those of Athens and Sparta at the time of Marathon. Literally light as air, if we have any sort or degree of moral courage to face them. If they were ten thousand times greater we should "keep a stiff upper lip."