

THE ESQUIMAULT GRAVING DOCK.—A difficulty has arisen between the Imperial authorities and the officers of the Esquimault graving dock. By agreement the Imperial subsidy was granted, on condition that British Men-of-War should have precedence over other vessels in the use of the dock. Lately, an American steamer was in the dock to have about \$50,000 repairs put on her, when the use of the dock was demanded for a Man-of-War. This was refused, and a nice little row ensued, which has finally been amicably arranged.

NEW PASSENGER STATION WANTED.—Now that the Intercolonial is to be extended south to Cunard's wharf, it would be a great accommodation to the public if a passenger station could be built there. The present station might be utilized as a freight shed, and a depot of more modest dimensions erected nearer the city. If that is not practicable the local trains might at least be started from the vicinity of Cunard's, a concession that would be duly appreciated by all suburban residents. It would tend to popularise suburban resorts, and in this way increase the passenger traffic of the road.

CHINESE EXCLUSION ACT.—Secretary Carlisle has determined that it is his duty to enforce the iniquitous Exclusion Act as far as the small remains of the appropriation made for that purpose will permit, and he will first turn his attention to violators of the Act of 1884. American Missionary Societies having missions in China have been protesting against the enforcing of the Act, fearing that the Chinese will retaliate and drive the Missionaries out of their country, but so far the Chinese Minister has made no protest, and there is no sign of China noticing the matter one way or the other.

ATLANTIC AND LAKE SUPERIOR RAILWAY.—A most important Railway movement is now projected, and, according to the *Chronicle*, well advanced. The Northern Pacific is seeking a short outlet to the Atlantic seaboard, and the Atlantic and Lake Superior Railway Company offers the model accommodation. Mr. C. N. Armstrong, the Secretary of the new road, in an interview in the *Montreal Herald*, gave the outlines of the scheme, showing that a number of detached lines have been secured, which when united by the construction of short link roads, will give direct rail connection between Lake Superior and Paspébiac on Chaleur Bay. It is reported that the road will be completed this autumn, and will give the Northern Pacific a summer port; but as the *Chronicle* has pointed out, the real object of the Company is to secure a Winter Atlantic port, and there is every reason to believe that Louisburg is the objective point. It was at first supposed that the Dominion Coal Co. was back of the projected route from Canso to Louisburg, but it would now appear that it is the Northern Pacific.

GREAT SHRINKAGE IN VALUE OF STOCKS.—The *New York Herald* is authority for the statement that since the beginning of the year there has been a shrinkage in the value of stocks, principally industrials and railways, amounting to the enormous sum of \$500,000,000. This mainly represents watered stocks that were unloaded on the public, and shows that the promoters of the great combines must have reaped almost incredible profits from their transactions. In spite of the millions received the companies were left without sufficient working capital to carry on their business, and when they could no longer borrow, on account of the stringency of the money market, they had to go into liquidation. The real value of their assets will soon become known, and the public will then discover that it is the height of folly to invest in stocks simply because some millionaires are on the directorate. Very little of their cash will be found invested in the undertakings, but their names are used as a bait to draw the savings of the toiling masses. When the crash comes it means financial ruin to hosts of these, but the millionaires will be left with their wealth intact, ready to buy up the shares when they have sunk far below their real value.

PROBABLE RECALL OF FRENCH MINISTER AT BERLIN.—An incident recalling the Sackville West trouble at Washington is just now exciting Germany, and may result in the recall of the French Minister at Berlin. In order to secure the return of members of the Reichstag favorable to the Army Bill, the German Emperor is spreading reports that the Emperor is in danger of attack, and that it is necessary, in order to preserve the country, to keep the army on a war footing. Recently, a leading Radical, in a speech on the hustings, ridiculed the Emperor's attempts to frighten the people by the war bugaboo, and stated that there was no real alliance between France and Russia, giving as his authority the French Minister. The Government organs at once took the matter up and roundly abused the French Minister for interfering in German political matters. Intense indignation resulted and the Minister was forced to explain that he did not know and never had seen the Radical speaker, and had never given expression to the utterances credited to him. The Radical speaker at once replied in an open letter, affirming that he had met the Minister at a reception, and that he had then spoken as alleged. Finally, the French Minister was forced to admit that he had met the Radical leader, and in general conversation might have touched on the Franco-Russian alliance, but he emphatically denied having used the disparaging language attributed to him. His first very positive letter denying that he had ever met the Radical leader, and his second one admitting that they had met and conversed on the subject, was taken as a vertical confession of the correctness of the Radical leader's version of the conversation, and the Minister is placed in a most unenviable position, which may result in his recall at the request of the Emperor.

PERSECUTION OF THE JEWS.—By a recent ukase the Russian Government have ordered the expulsion of the Jews from all their Asiatic Dominions. This, in connection with their expulsion from European Russia, has excited the compassion of the better classes in all civilized countries for this most unjustly persecuted race. Imperial Russia has always had the reputation of being cruelly unjust, and this last Act proves that there is no limit to the barbarity with which it is capable of acting either with or without provocation. The Russians could not cope with the superior mental abilities of the Jews, and so by brute force are driving them from the country.

RUFUS HATCH'S ADVICE TO HIS SONS.—The advice of Rufus Hatch to his sons, contained in his will: not to drink, smoke or gamble, and to follow a mechanical calling in preference to obtaining a college education, as the most certain means of always being able to gain a living, is all very well in its way, but coming from one of the greatest stock gamblers of his time, his sons, if they should take the acts of their father as a guide, would be led to adopt a course in direct opposition to his wishes. In the introduction to some of the versions of Robinson-Cruso there is a quaintly humorous scene between Robinson and his father, in which the latter, between puffs of his pipe and sips of fragrant hot grog, sagely cautions his son not to drink and smoke. The counsel was undoubtedly sound, but the example was in direct opposition to it, and bears a strong similarity to the advice of Mr. Hatch, who as long as he lived was an inveterate stock gambler. Most self-made men of moderate education seem to delight in having their fling at the colleges, but we maintain that a thorough collegiate education will provide as certain a means of livelihood as a thorough mechanical training. Thousands in the college and in the workshop fail in life because they are not thorough in their work. Both the college and the workshop to the diligent and intelligent are stepping stones to honors and wealth, but the lazy and stupid may manage to exist at mechanical work where they would fail entirely in college. From this point of view, and this only, can we concur in Mr. Hatch's warning against a college education.

COMPULSORY FEES FOR THE BAR SOCIETY.—The Act passed at the last session of the Local Parliament, making it compulsory on Barristers in Halifax to pay into the funds of the Barristers' Society for the Law Library Fund a fee of ten dollars in advance, under a penalty of disability to collect costs in any of the courts, and the similar enactment placing country Barristers in the same position, unless paying a fee of two dollars in advance, will have the effect of providing a very large Law Library fund, and the Halifax Law Library should soon have on its shelves as complete a list of legal authorities as any similar institution in the Dominion. Barristers are, as a rule, hard men to collect from, and it was their remissness in paying their fees that has led to the passing of the present Act, making the payment compulsory. It may not be a burden as far as it applies to city Barristers, but when applied to country Barristers, many of whom never come to the city, and are thus debarred from consulting the authorities in the library, it seems to be stretching the thing too far. As to city men the Act will bear somewhat hardly on struggling Barristers, while to their prosperous brothers it will prove a mere flea bite. Looking at the Act from a strictly legal point, it is arbitrary and unjust. Barristers have to serve for four years before being permitted to practice, and then having passed the necessary examinations, they are admitted into full practice in all the courts. Now it is enacted that they must yearly pay a sum of ten dollars—not for the privilege of practicing, but what amounts to the same thing—before they can legally collect their costs. It is certainly queer legislation, but then Barristers are too patriotic to contest a measure that will result in so many benefits to the profession.

JEALOUS CRITICISM OF THE WORLD'S FAIR.—Reports are now being circulated in all directions derogatory to the World's Fair. It will be found that they originate in Boston and New York, and that almost without exception they are the result of jealousy at the great success the enterprise of the citizens of Chicago has made it. It must not be forgotten that all the great cities in the United States competed to secure the Government grant, but that Chicago distanced all the competitors, both in the amount subscribed by her citizens and the zeal with which they pressed their claims on Congress, and as a result Chicago was selected as the site for the Fair. Naturally, New York, which thought it had a right to the Fair, and Boston, as an eastern city, felt jealous at the success of their great western and inland rival, and have all along attempted to damage the enterprise by faint praise. The press of these cities have magnified any defects they could discover, and have dilated on the extortionate charges, the miserable transportation facilities, the incompleteness of the exhibits, the impassable streets, and what not. Now they are figuring in advance that the Fair must be a financial failure. The attendance for May has not paid the operating expenses, it is true, but the surprise is that it should have been so great under the circumstances. It was generally understood that it would be a month or more before the buildings and exhibits would be complete, and it will be found that hundreds of thousands have deferred their visits until later on. The attendance from abroad may not come up to expectation, but in the great West there is hardly a family that will not try and see the really greatest Fair that was ever opened; and, if cholera or some other epidemic does not interfere, we believe it will also prove a great financial success. Mr. Geo. Mitchell, in a very interesting letter in the *Recorder*, sweeps away most of the slanders that have been circulated, and shows that the Fair, even in the incomplete state he saw it, would well repay a month's inspection.

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