



WE ARE ENCOURAGED.

THE BLUENOSE has been doing during the past month just what it anticipated—viz., fighting for its life. This is the fortune of every new paper. We have not been surprised then to meet discouragements; indeed we have been on the look out for them and every time we have met one, have thought none and worked harder. Now, however, the anxious times seem to be passing, for the results of our thought and enquiry have been the production of a paper that meets with popular approval, and we are greatly encouraged to note a growing demand for our paper. The editor looks up at a shelf as he pens these lines and notes with pleasure that there are only six copies of a large edition left over from last Saturday's sales. The boys disposed of them on the street readily, some news dealers had such an enquiry for the BLUENOSE that they had to replenish their stocks several times. Wherefore the editorial heart waxes warm towards the public who express their approval of the paper by their purchases.

We are always ready to listen to criticisms and prize suggestions very much. We have our eyes open to the necessities of our case and are fully aware that we must produce a paper that is constantly growing better and filling more nearly the peculiar needs of the people. Hence we expect every BLUENOSE reader to do his duty and give his views. We do this because we are convinced that a weekly paper like the BLUENOSE is really needed in Halifax. We have daily papers, it is true, but there is a field which can be covered more satisfactorily by a weekly and that the BLUENOSE endeavors to do. As the people appreciate more thoroughly our efforts to produce a clean and earnest paper dealing with matters that concern the better interests and appeal to the higher tastes of the community, we are confident that we will strengthen our position very materially. We hope that we will continue to receive and merit the encouragement we have had already.

THE HALIFAX AND HONG KONG TRAIN.

ON the opposite page the reader will find an article suggesting a revival of the old time agitation looking to the fulfilment of wishes that have long been dear to the Halifax heart. That we ought to show an uncommon activity and keep on showing it until we are satisfied is a patent fact. Everything doesn't come to him who waits nowadays. We must get up and go for the object of our desires before we can have it. Dr. Farrell's suggestion that a transportation association, made up of active business men, would be a suitable instrument for giving effect to the public desires above referred to, is a good one. Perhaps it would not be a bad idea for existing organizations to take the matter up rather than bring into existence any new ones, for it may be truly said that we have too much organization—that is, we have too many, but not enough that are intense in their feelings and strong in their purposes. If we were to look for one organization that would be likely to thresh out the great matters that concern the welfare of this port, perhaps we could find none that could do it more thoroughly than the commercial committee of the Board of Trade and city council. This committee represents both the bodies named and has clearly given evidence of its capability, for we owe the terminals and grain elevator to its exertions. The accomplishment of the fast line and the winter export trade projects would not be too great for it to undertake. We would sincerely desire to see it make the attempt. If necessary, it could be enlarged and it would not likely have any difficulty in procuring the necessary funds. We hope that some steps will be taken in the near future to bring the question to a head and get some of the active citizens of Halifax to work.

THE MONTICELLO DISASTER.

THE same day that the last number of the BLUENOSE was placed in the hands of its readers, a sad event was in progress in another part of the province, the news of which was to shock the people of the city and province before evening fell. The loss of the Monticello is now an old story, but it is not so old that we cannot draw some valuable lesson from it. In thinking over the circumstances of the accident we cannot but think that the captain exercised ordinary judgment in braving the wind and the waves last Saturday morning. The disaster was in all probability due to the fact that the Monticello was a side wheel steamer. The day of such steamers for ocean carrying is ending. For work along the Nova Scotian coast they are entirely unfit. The Monticello's fate is simply an emphatic endorsement of this assertion. When this is read, no doubt many will desire to

know why the Yarmouth Steamship Company made use of such a steamer. There is just one answer, which is a sufficient one, viz., that no other kind of vessel will suit for coastwise trade as long as the harbors are left in their present condition. Take Liverpool and Lockport as examples. A heavy draught vessel must await suitable tides, but a slight draught vessel, such as a side wheel steamer, can go in and out at will. This is why the Monticello was used for the service. The remedy does not lie with the Steamship Company, but with the government. Until the approaches to many of the ports along the western shore are deepened, only a side wheel steamer can be used—for a screw steamer that could enter easily at all times would not be large enough for the trade—and as long as such a steamer is used there is grave danger of disasters similar to the late one. It will cost the government a considerable sum of money to do such work, but it would be cheap in comparison with the loss of valuable lives that is always to be feared as long as the service is carried on by light draught vessels.

ON BEING A UNIVERSITY CITY.

IT is a matter of surprise to us that the city does not take more interest in Dalhousie College than it does. The presence of the University in Halifax lends the place a great dignity. It is something indeed to be a University City. St. John would give almost anything in reason to be such. But Halifax seems to have maintained a sort of indifference regarding the honor that she has had ever since 1820, when Lord Dalhousie founded the institution. But the economic importance of the University to the city is something that should far outweigh in the practical mind the consideration of dignity. Dalhousie is as important to Halifax people from the financial standpoint as a good-sized factory. It is a very conservative estimate to say that Dalhousie brings \$75,000 to the city every year that would otherwise not come. Yet in spite of all this the fact is not appreciated. Dalhousie is expanding, too, and in time will be worth vastly more than she is, for which reason it would be good policy on the part of those in authority to give whatever encouragement to the university is possible. These reflections are prompted by a letter from Rev. Dr. Black, published in another part of this paper, in which the suggestion is made that the city grant to Dalhousie for athletic purposes the lot of land lying to the east of the college. This would be a gift easily within the power of the city, one that Dalhousie deserves and that the city would not miss, and something that would be a contribution to the cause of higher education in Nova Scotia. Kingston's example is worth following.