

THE CRITIC.

The future greatness of this Dominion depends upon the development of her varied natural resources, and the intelligence and industry of her people.

HALIFAX, N. S., SATURDAY, JULY 4, 1885.

RECIPROCITY WITH JAMAICA.

The hearty reception accorded the delegates from Jamaica by the business men in the principal cities of the Dominion, gives promise that some definite action will be taken by the Dominion government, with respect to reciprocal trade relations with the Island. At the present time, Canadian exporters control about one fourth of the trade of Jamaica, and as the present consumption of Canadian products by the people of Jamaica would, in all probability be trebled, were the proposals of the delegates agreed to by the government, there can be no doubt that it would be to the advantage of the people of Canada to have these proposals ratified. The present population of Jamaica, consisting of about 600,000 souls, are suffering from the restrictions of a tariff, by which the price of the necessities of life is raised so as practically to handicap productive labor. The duty of eight shillings per barrel upon flour prevents the negroes from purchasing the quality and the quantity of that staple, which they would undoubtedly do, were its cost not so great, and its removal would have a direct beneficial influence upon the trade of Canadian flour dealers. The ratification of the agreement would, however, diminish our Custom's Revenue by upwards of \$600,000 annually, which decrease would have to be made up by increased duties upon other articles, and should a similar treaty be made with British Guiana and the remaining Islands of the West Indies, a further loss in revenue of \$2,400,000 would be entailed, making in all about \$3,000,000, or about one tenth of the yearly revenue of Canada. If, in obtaining for Canada the privileges of extended trade relations with the West Indies, the government can secure for the Dominion a comparative monopoly of the trade of the British West Indies, the loss of revenue would in a short time be more than counterbalanced by the increased purchasing power of the people, consequent upon the revival of business.

THE ST. LAWRENCE CANAL TOLLS.

The immensity of Canadian lake and river navigation, and its importance to the commercial prosperity of the Upper Provinces, is patent to anyone who has spent even a few hours among the quays of Montreal. In order to build up this commerce, about twenty million dollars have been expended in canals, while many other millions have gone to construct the miles of wharfs which line the banks of the St. Lawrence, to erect elevators, or to build fleets of tugs, barges, and steamers for the forwarding of grain. It is no wonder, then, that the business men of Montreal and the owners of lake vessels should feel alarmed just now at the condition and prospects of the carrying trade. Boston, New York, Baltimore, and Philadelphia, take away from the Montreal route a large share of the grain produced in the North Western States. The alleged cause of this is that the price of grain sent by the St. Lawrence route is increased by canal tolls and harbor dues, while New York is favored by the absence of tolls on the Erie Canal, and the other American cities by the present railway war. A deputation from the Montreal Board of Trade has urged upon Mr. Pope, Minister of Railways and Canals, the advisability of reducing the tolls on the St. Lawrence canals. Mr. Pope argued that the rates charged by forwarders, particularly those between Kingston and Montreal, are unduly high. The forwarders offered to reduce their charges three-eighths of a cent per bushel if canal tolls were abolished and harbor dues reduced to one-eighth of a cent. Mr. Pope promised that the question should receive careful consideration, but warned the deputation against expecting anything more than a temporary reduction. Much controversy has already taken place on the subject, and, as might be expected, the government has come in for a good share of abuse. Certainly the case is a serious one and calls for special measures. There are said to be fifty barges lying idle at Kingston, while the vessels on the Canadian lakes are not paying expenses. But it is unreasonable for the forwarders, whose interests are most directly involved, to expect all, or practically all, of the salutary measures to come from the government. They must themselves make a change in rates in order to divert trade again into the St. Lawrence. That they can afford to do this appears unquestionable when we compare the rates on the St. Lawrence either with those on the lakes or those on the Erie Canal. Wheat is carried from Chicago to Kingston, nearly 1,000 miles, for 3½ cents per bushel not including canal tolls; from Kingston to Montreal, 180 miles, the freight is 2½ cents a bushel. Again, by the Erie Canal, wheat is carried 400 miles for 3½ cents, or one cent more than it costs to carry it 180 miles below Kingston. This difference becomes even more striking when we consider that on the Erie Canal, the boats hold only 8000 bushels and are drawn by horses, while on the St. Lawrence the barges carry 20,000 bushels each, and are towed by steam tugs. We may be allowed to quote from the Montreal Herald on this subject:—

"Although we advocate doing away with the canal tolls and making the harbor dues on grain exported as low as they can possibly be made, we cannot be blind to the possibility that the Government may make reductions in canal tolls and harbor dues with no other result than to add to the profits of the forwarders. In view of this not by any means improbable result,

the Government have been wise in acting cautiously in this matter and in requiring some guarantee that the whole community will reap the advantage of any reductions they may make.

RELICS FROM SABLE ISLAND.

A few days ago we had the pleasure of an interview with the Rev. Wm. Almon Desbrisay who has been resident missionary upon Sable Island for the past four years, having returned but recently to Nova Scotia. Mr. Desbrisay has brought home a most interesting collection of large pictures, relics, old coins, curiosities and mementoes. In fact he has brought Sable Island to Halifax, and should he conclude to give a lecture in the city, his illustrated chart will enable our citizens to obtain an accurate knowledge of that far famed Island, without themselves going there, which no doubt would be preferable to many. The Revd. gentleman was gratefully spoken of here, in connection with the wreck of the lost Amsterdam, or account of the manner in which he befriended the ship-wrecked passengers. He is in the front rank of all those who love works of mercy and self-sacrifice, and while others at home have prayed for "those in peril on the sea," he has taken them in his care and given them food and shelter. Mr. Desbrisay has labored hard to promote the spiritual welfare of the forty souls upon Sable Island, and has likewise given instruction to the children in the schools, of which there are three in number, with an aggregate attendance of twenty pupils, the Rev. gentleman spending four months of the year at each of the three stations upon the Island. Among the coins found by him may be mentioned a copper coin having upon it the head of Henry VI, King of England and France, coined before Columbus discovered America. A silver coin of Louis XIII, date obliterated, probably date about 1610. The famous Cardinal Richelieu was then at the height of his power. A copper coin worn smooth by the action of the waves, the stamp and date being completely obliterated. A Spanish Piston, upon which is stamped a representation of the head of King Philip II. A Pine-tree shilling, from the old Puritan colony of Massachusetts, dated 1652, 31 years after the arrival of the Mayflower. A French copper coin of Louis XVI. A copper coin of the old Republic of France. Small gold Portuguese coin of 1724. A hasp of a trunk taken from the wreck of the Princess Amelia, 1803, likewise old military buttons from same wreck. A brass button stamped Nova Scotian Provincials. The Nova Scotian Provincials, it will be remembered, took part in the siege of Louisburg. Relics from wreck of Princess Amelia, including old keys, dinner forks and other articles. Silver desert knives taken from the wreck of the squadron of the Duke D'Anville. This squadron was sent out by France to recapture Louisburg. A small and odd-looking hatchet found buried in the timbers of Smoky Hut. It was in this hut that Lieut. Torrance declares that he saw the ghost of Mrs. Copeland.

We have devoted space to the enumeration of a few of the relics and coins found by the Revd. Mr. Desbrisay, knowing the widespread interest that all Nova Scotians have in anything which relates to Sable Island, the grave-yard of the Atlantic. We trust that Mr. Desbrisay's collection of curiosities will be exhibited in all parts of the Province, and have no doubt that the heart of many an antiquarian would be made glad by the sight of them.

General Gordon was a true philanthropist, a true lover of mankind; and the wide-spread sorrow which was universally manifested at the time of his death was quite as much a tribute to his noble characteristics as it was an expression of grief at his untimely death. Gordon loved the poor, and the children of the poor, and he ever strove to better their condition. His friends and admirers in England have determined to establish a Military Training-Camp for boys, as a memorial of the heroism and virtues of the Hero of Khartoum. Gordon himself anticipated founding such a school as the one now being foimed, and the memorialists in thus carrying out his original design are doubly honouring the hero. The Gordon Boys' Camp will doubtless prepare many a lad for a useful life in the military service of his country, and save many from lives of idleness and vice. The Industrial School of Halifax is doing a similar work among the refractory youths of this city, and its claim to the liberal support of the public is beyond question.

The people of Spain are panic stricken owing to the spread of cholera in their midst, and the experiment of inoculating for the prevention of this dread scourge has met with frantic opposition. The Spaniard of to-day has more faith in the efficacy of mystical charms than he has in the promulgation of scientific truth, or in the demonstration of the success or failure of an experiment. Many of the leading medical men of Spain believe that inoculation would be quite as sure a preventive of cholera as of small-pox; there is, however, this difference: as small-pox rarely attacks the same person more than once, forestalling it by inoculation or vaccination appears to be reasonable; but human beings may be affected by cholera several times, and therefore the forestalling of it by inoculation would appear to be useless.

The United States authorities have determined to establish a strict quarantine along the boundary line in order to prevent the spread of small-pox. This disease now being somewhat prevalent in the Province of Quebec, Canada should likewise insist upon placing in quarantine the host of American tramps, who during the summer months cross the border in order to enjoy the cool and refreshing breezes, and at the same time impose upon the credulity and generosity of a liberal and kind-hearted people. Reciprocity in small-pox is certainly undesirable, but jug-headed free trade in tramps is likewise unpleasant.