

ACADIA SEMINARY RECITAL.

FIRST OF A SERIES OF THREE ENTERTAINMENTS BY PUPILS OF THE SEMINARY.

The first of a series of those delightful entertainments by the seminary pupils, took place Friday, Feb. 13, in assembly hall, before a good audience, under the direction of Professor Moore. A four-hand selection by Mrs. Baker and Miss Nellie Heckman, Wolfville (Moszkowski) formed a fitting prelude to the many good things to follow.

Piano solos were given by Miss May Woodman, Miss Lillian Strong, Miss Alice Huntington, Miss Leonore Shaw and Miss Ellie Chute, representing the great composers—Heller, Raff, Beethoven, Borowski and Chopin. The playing was noticeably smooth in good time, showing sympathy with the compositions and an admirable command of the instruments.

The vocal solos by Miss Agnes Johnson and Miss Gertrude Heales were exceptionally well received. The clear, bird-like tones of the former showed to advantage in her selection "Sing On," while the rich contralto of the latter quite captivated the audience.

The "piece de resistance" of the evening was the Concerto in G Minor (Mendelssohn) rendered by W. I. Wright, who is taking a post-graduate course, and Professor Moore, who took the lower notes. It was a masterful performance, a treat indeed to music lovers; a sustained effect such as never before has been attempted at these recitals, and such a spirited interpretation of Mendelssohn's divine harmony as those who enjoyed it shall not soon forget.

A DANGEROUS BUILDING.

We have seen frequent references to the "Flatiron" building, as it is called, at the junction of Broadway, Fifth Avenue and Twenty-third St., New York, all of which complained of it. The editor of the *Christian Advocate* tells about its dangerous character. He says: It is actually a public nuisance. We were caught in a blizzard on the plains of Nebraska; we walked a mile and a half through the blizzard of 1888 to Mount Vernon from a train in which we had been stalled from morning till nearly sundown—the route was so tedious and the wind so high that a man in advance of us fell dead from exertion and indiscretion—but in neither of those experiences was it as hard to keep a straight course as it was in passing the "flatiron" building a day or two ago when there had been no serious trouble in walking from the Grand Central Depot to that place. Six women were twisted up as one twists an umbrella; one man's hat was blown a block and a half; later in the day a woman was blown down, her right arm bruised, and her head severely hurt, and a messenger boy fourteen years old was blown into the street and under an automobile, which ran over him. He was taken to the hospital and died. A man who stood opposite the Broadway side of the "flatiron" building counted thirteen persons who were forced to their knees by the gale. It is true that the wind reached a rate of sixty-five miles an hour at the time that we had our experiences. We should not wonder if in the end the city compelled that building to be taken down.

Point thy tongue on the anvil of truth.—Pindar.

Life without laughing is a dreary blank.—Thackeray.

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IMMENSE DISTANCE.

South Africa, (says *Indian Engineering*), is a country of immense distances, and it is interesting for the purpose of realizing its area, to recall the great extent of the railway systems. In the Cape Colony the open mileage of the Cape government railways is about 2,000 miles, with 360 miles under construction, and 350 miles of privately owned lines. In Natal there are upward of 600 miles open, and short extensions, totaling 60 miles, on the north and south coasts, and between Dundee and Vryheid, under construction. In the Transvaal Colony there are 890 miles open to

traffic and 200 miles under construction, exclusive of the Vereeniging-Rand line. The Orange River Colony possesses about 400 miles of open mileage, and about 100 miles under construction. Rhodesia, although only a decade old, already possesses about 1,600 miles of open railway, and its three main sections under construction—the Bulawayo-Zambesi, Bulawayo-Salisbury, and Bulawayo-Tuli—aggregate about 600 miles. Altogether the open mileage in South Africa amounts to upward of 5,900 miles, with at least 2,000 miles under construction. The figures are exclusive of the projected extensions for which funds have not yet been provided.

IRELAND IN PARLIAMENT.—Says the *N. Y. Advocate*: When the Act of Union was passed the population of Ireland was 5,000,000—about half that of Great Britain. Today the population is 4,434,000, or a little more than one-ninth that of Great Britain. The Act of Union gave Ireland 100 members in the Imperial Parliament. At present England has only one member to 65,817 people; while Ireland has one member for 43,648 people; therefore on the present population England has 36 members too few, Scotland 3 too many, and Ireland 33 too many. There are 103 Irish seats in the Commons today, and it is believed, and in fact known, that the government intends soon to reduce this number to 85 or less.