

juice on the sidewalk or on the floors of the public vehicles, ought to be driven out of society.

Don't eat fruit or anything else in the public streets. A gentleman on the promenade, engaged in munching an apple or a pear, presents a more amusing than edifying picture.

Don't obstruct the entrance to churches, theatres, or assemblies. Don't stand before hotels or other places and stare at passers by. This is a most idle and insolent habit.

Don't stop acquaintances and stand in the centre of the sidewalk, forcing everyone out of the path. On such occasions draw your acquaintance to one side.

Don't stand on car platforms, thereby preventing the easy ingress and egress of passengers. Remember the rights and comfort of others.

(The first caution would be all right if the car people would limit the number of passengers to the actual accommodation of the car, but we all know how the thing works. People condemned to the platform generally make a little obstruction as they possibly can.—E.)

Don't forget to raise your hat to every lady acquaintance you meet, and to every gentleman you salute when he is accompanied by a lady, whether you know her or not; and when with an acquaintance raise your hat when he does so, though you may not know the lady he salutes.

ETIQUETTE.

[FOR THE CRITIC.]

IMPRESSIONS OF HALIFAX

BY AN ENGLISH VISITOR.

To the Editor of the Critic:

SIR,—Being on the eve of my departure from your pleasant city to the mother country, allow me to send you my impressions of Halifax, as they strike an English eye. There can be no manner of doubt as to its possessing material sufficient to make it—beautifully situated as it is—both handsome and attractive to visitors from every part of the world. You have a magnificent harbor, a finely-wooded Park, substantial public buildings, and good churches; but what you lack is, *order*. You lack *finish* in every sense of that word. The condition of your streets and sidewalks is far from creditable to your Corporation. Before their Local Board, the inhabitants of English towns can go in person to lay their complaints. A badly paved street we insist upon being properly repaired; an objectionable, unpleasant outside drain we request to have attended to promptly; an escape of street gas must be at once examined and rectified; a piece of pavement out of place likely to become a source of danger to foot passengers, is at once relaid. But how is it here? Moving about, either by carriage or street car, is an unpleasant experience. You must put your hat firmly on your head, and ladies must equally firmly tie their bonnets, or perchance, thanks to the bumping and knocking about they meet with in their rides, they may lose those necessary appendages of their out-door costumes. In fine, your streets are rendered unfit for traffic, saving by the wiggon or tradesman's cart; and until men of enterprise and determination take the matter in hand, by picking up, levelling, rolling, and thickly gravelling the roadway, and then laying down good solid stone pavements for pedestrians, from one end of Halifax to the other, your city must remain in its present apparently neglected and ill-cared-for condition. Another thing has attracted my notice, and this is connected with the cause of humanity. I refer to the bearing-reins with which your carriage horses are needlessly and recklessly encumbered. Bad enough we are in this respect in England, but then our bearing-reins are somewhat more merciful than those in vogue in this country and the United States. Ours are connected with the bit, and are hooked back over the shoulders of the horses to a hook on the collar; but yours are brought over their heads, hampering and distressing them doubly.

Of all the follies ever invented and practiced in the stable world, I do consider the bearing-rein the greatest. Common sense cries out against it, as well as humanity. What is his head given him for, if it is not to assist the horse in his work? In drawing heavy weights, nature teaches him to "pull up" with his head as well as his powerful shoulders and limbs; and should he stumble, nature gives him his head to assist him in recovering. Many a fall I have witnessed, both in cart and carriage, which, had the horses had the free use of their heads, they could have readily saved themselves from.

One word as to your open street cars, which I look upon as a decided success in every respect, but they are all drawn by too small a type of horse, and require to have three horses attached to them for the entire distance, and not here and there, as is the case now, the hilly roads being taken into consideration.

Many of your shops are much behind the age, I notice. I have been unable, since I came here, to find a first-class hair-dresser, or a good trunk, portmanteau, or box store.

In conclusion, I would express the hope that my friendly criticisms on your very pretty and healthy city may induce your Corporation to look well and practically into these matters, as I understand that there is no lack of money to pay for necessary improvements. Halifax might then rank with Toronto, Montreal, London, or Hamilton, in comfort, convenience and finish.

I subscribe myself

A LOVER OF COMMON SENSE.

Halifax, Aug. 1st, 1888.

INDUSTRIAL NOTES.

Metals have five degrees of lustre; splendid, shining, glistening, glimmering and dull.

Steam can be heated to nearly a red heat.

It requires 240 cubic feet of air to consume 1 lb. of coal.

It requires 800 degrees of heat before you can ignite very dry pine wood.

One gallon of water makes 1,700 gallons of steam.

Loss of light by glass globes, clear glass 12 per cent.; half ground, 35 per cent.; full ground, 40 per cent.

Cement to resist fire and water, and harden quickly—Two parts finely sifted unoxidized iron filings. One part perfectly dry, finely-powdered loam. Knead the mixture with strong vinegar into a homogeneous plastic mass, to be used as soon as made.

The Mammoth Vinegar Works, St. John, N. B., lately destroyed by fire, are now being rebuilt, and work is well forward. Messrs. Geo. A. Troop & Co., proprietors of the above, have recommenced to manufacture some of their old established brands of vinegar, celebrated throughout the Provinces as among the finest goods made in that line.

Messrs. J. D. Wier & Co., Stellarton, N. S., began to operate their foundry about three years ago, making castings for engines, saw mills, shingle machines, planes, iron working tools, lathes, etc., all of the most modern patterns. They have made, and continue to manufacture blacksmith's drills and tables, tire-benders, plow-fittings, stoves, sinks, house spouting, and crests, etc., and do a large jobbing and repairing business as well. Business has been steadily increasing with them ever since they started, and they are selling all they can make. They have lately made and sold a number of rotary saw mills, together with a 25 horse-power engine, which are giving good satisfaction. Their foundry, together with Mr. John Bell's machine shop, gives employment to 13 hands. The members of the firm, Mr. J. D. Wier and Mr. J. D. Munro, are practical men, and employ only qualified assistants. Using only the best material, and supervising their business themselves, they have succeeded in establishing a good trade and a well-deserved reputation.

Cement for Leather Belting—Take of common glue and American isinglass, equal parts; place them in a boiler, and add water sufficient to cover the whole. Let it soak ten hours, then bring to a boiling heat, and add pure tannin until the whole becomes rosy, or appears like the white of eggs. Apply it warm. Buff the grain off the leather where it is to be cemented; rub the joint surfaces solidly together, let it dry a few hours, and it is ready for practical use; and if properly put together, it will not need riveting, as the cement is nearly of the same nature as the leather itself.

The attention of Assayers, Analysts, Metallurgists, Chemists, Dentists, and others, is called to a new apparatus known as Hoskins' Patent Hydro-Carbon Blow-Pipe and Furnace. Those familiar with coke and charcoal furnaces know that there are many inconveniences necessarily connected with their use. This apparatus does away with all dust, ashes, constant replenishment of fuel, and a large amount of radiated heat, having all the advantages of a gas furnace, with the additional advantage that it can be forced to almost any extent without the use of blowers or bellows, while the cost of running is about 5c. per hour, which in large cities would not exceed 3c. per hour. This apparatus is manufactured by a practical Chemist and Assayer, and is recommended as safe and convenient for all furnace work in melting, scorifying, cupelling, fusing in platinum crucibles, testing of smelting charges, wasting, enameling, continuous gum work for dentists, etc., and it is claimed will do the work better, quicker, and with greater accuracy than any other furnace. Details and mode of operating can be learned from the agents, Messrs. Austen Bros. of this city.

TOBACCO EXPOSITION IN NEW YORK.—Plans have been completed and funds subscribed for the holding of a National Exposition of the Tobacco and Cigar Industries at New York City, on or about May 1st, 1889. Prizes, medals, and diplomas, will be awarded. The plan of operations includes a display of tobacco in all its forms, such as cigars, cigarettes, smoking, chewing and plug tobaccos, snuffs, etc. It will also comprise an exhibition of inventions in cigar and tobacco machinery, cigar lithography, cigar-box and cigar ribbon making, packing, and all other exhibits illustrating manufacture in tobacco and its kindred trades. The report of the committee appointed to consider the advisability of holding the exposition, says:—"That the propriety of such an enterprise is proven by the fact that America leads the world in all the departments of the tobacco industry; that there are over 500,000 men engaged in the industry, either as growers or manufacturers, or dealers, and who in turn employ more than as many again, thereby showing a grand total of those having a monetary interest in the industry of over 1,000,000 people; that the exposition would have a marked educational influence on consumers and manufacturers alike, benefiting both classes, and developing the standard of manufacturing excellence."

A NEW SUB-MARINE VESSEL.—The London Iron says that a Finnish engineer, Herr Oasian Ringbom, has constructed a model boat, four feet in length, "which has just been tried at Vesjürvi with great success. His difficulty was at first to steer the boat in a horizontal line when under water, but that problem he is said to have now solved satisfactorily. At the trial the boat was steered with accuracy horizontally, as well as in an upward and downward direction. The boat is to undergo further trials at Helsingfors. The motive power is electricity."