

THE CRITIC:

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CONTENTS OF CURRENT NUMBER.

| | |
|--------------------------------|------------|
| EDITORIAL NOTES | 3, 4 |
| MISCELLANEOUS. | |
| Chit Chat and Chuckles..... | 5 |
| News of the Week | 6, 7 |
| Poetry—Weaving | 8 |
| The Land of Evangeline | 8, 9 |
| Book Gossip | 9 |
| Commercial..... | 10, 11 |
| Market Quotations | 11 |
| Serial—An Angel Unawares | 12, 13 |
| Mining..... | 14, 15, 16 |
| Draughts—Checkers..... | 17 |
| Chess | 17 |
| City Chimes | 18 |

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The editor of THE CRITIC is responsible for the views expressed in Editorial Notes and Articles, and for such only; but the editor is not to be understood as endorsing the sentiments expressed in the articles contributed to this journal. Our readers are capable of approving or disapproving of any part of an article or contents of the paper; and after exercising due care as to what is to appear in our columns, we shall leave the rest to their intelligent judgment.

EDITORIAL NOTES.

The new "Soo" canal of Canadian territory will be completed by July 1st, 1893, almost a year in advance of the contract time, so that the retaliatory rate enforced on the United States canal can only affect us for about five months at the outside. In the meantime it is proposed that the Dominion Government pay the additional toll exacted, and under the circumstances it seems a most justifiable measure.

Chicago has at last succeeded in securing a good water supply. A great water tunnel, which has been in process of building for the last four years, is now completed. The tunnel extends from Chicago to Lake Michigan, eighty feet below the surface of the lake. It will supply one hundred and thirty million gallons of excellent water each day. For the first time in his life many a young Chicagoan will taste pure water.

The cholera is now getting in its deadly work in Russia, and no doubt will soon spread to this continent unless stringent measures are adopted to repel it. The influenza started in the same country, and we know how soon it reached our shores and how deadly it proved. We have a very efficient Board of Health in Halifax, and we hope that the matter is receiving their attention. "A stitch in time saves nine," and if this matter is taken in hand now the dread disease may never effect a lodgment on our shores. An ounce of prevention is worth a pound of cure.

The absence of advanced Radicals in Gladstone's new cabinet has, if the newspaper reports can be relied on, rather excited the ire of that section of his supporters, but on the whole his selection of advisors seems a wise one, and we hope that the Grand Old Man will be able to carry a just measure of home rule for Ireland that will remove the discontent that has so long disturbed the peace and prosperity of the Emerald Isle. Remove the cause of this and it will soon be made apparent that Her Majesty has no more faithful loving subjects than the men who are now trying to enforce their rights by every constitutional means.

Halifax streets and sidewalks are being gradually put in good order, and if the work goes on we will soon be able to boast of our superiority over other cities in these two respects at least. Stone and the steam roller have made Hollis St. an almost perfect drive way, and the granolithic pavement has transformed some blocks of exceedingly bad sidewalks into smooth and even ways, which it is a pleasure to traverse. The paving of Upper Water Street from the Ordnance to the north side of Cornwallis St. with blocks of stone has been most successfully completed, and the very

heavy traffic that this street accommodates has been well provided for. Other business streets have been greatly improved, and the work so far accomplished this year redounds to the credit of our very efficient Board of Works and our pushing young engineer. With such evidence before them of the good work accomplished the taxpayers, while ever grumbling, will secretly have some satisfaction in paying slightly enhanced bills. Let the good work go on.

We trust that Premier Abbott may soon be restored to health, but if he is wise he will resign the reins of power into the hands of Sir Charles Tupper. We need a strong man at the helm of state just at present to meet the hostile attitude of the United States, and Sir Charles, we believe, is the best fitted of all Canada's sons to take command. A vacillating, hesitating policy would prove ruinous, but with determination on the part of the Government an intended crippling blow may be made the means of building us up as a nation. The hour has come, and in Sir Charles Tupper we have the man.

In spite of the dull times the business of Halifax is on the increase, as is proved by the customs returns for the last fiscal year. The total increase of trade in the face of falling prices was \$1,744,717. The increase in our export trade, nearly one half of which is in fish, is over one million dollars. The total foreign trade of the year was no less than \$14,305,710, proving that our trade has almost doubled in the past fifteen years. This is a very good showing, as it proves that we are steadily advancing, but still we must not rest contentedly on our oars, but with a long pull and a pull all together strive in the next fifteen years to make Halifax the foremost city in the Dominion.

If Halifaxians were aware of the good work President Harrison is doing for them in his retaliatory measures, they would call a mass meeting and tender him a unanimous vote of thanks. The managers of the C. P. R. and the Grand Trunk will, if the President continues his good work, be forced to make Halifax the winter Atlantic terminus or starting point of their roads, and the very thing we have been longing for will be accomplished through his good offices. A line of Atlantic grayhounds will be a natural consequence, and the President will soon be receiving his foreign despatches from Europe via Halifax in at least two days less time than at present. We have been leaning a little too heavily for support on our great southern neighbor, and it is high time we were taught to walk alone.

If it is true as reported that President Van Horn, of the C. P. R., has gone to England with the main object of arranging for a line of fast Atlantic steamers to sail between Halifax and some English port, then we shall have cause to be thankful. Only when we have a line of the largest and fastest steamers afloat making this city their western port, will the great superiority of our harbor over all other harbors on the Atlantic coast of North America be made apparent. The largest steamers may enter and sail from our harbor at any stage of the tide, and there are no dangerous bars to impede their course. When it is demonstrated by one great line of steamers that Halifax is the port for quick passages and speedy despatch, other lines will find it advisable to make this their port, and our, in many cases, almost unused wharves will be crowded with shipping.

The Presidential election in the United States has so far been very quietly conducted, but it is evidently the calm that precedes the storm, and with the advent of cooler weather the campaign on both sides will be vigorously prosecuted. Both sides have dissensions to heal, the Democratic difficulty being with Tammany in New York, while the Republicans are threatened with the loss of some of the Western States by the revolt of the farmers. The McKinley tariff has opened the eyes of the latter class to the fact that they are being heavily taxed to benefit the manufacturers, while receiving no benefits in return, and as their vote in the past has been largely Republican, if they now become tariff reformers and vote with the Democrats, the chances for Harrison are slim indeed. The bitter hostility of Tammany to Cleveland before his nomination really strengthened him with the country at large, but as it has now bowed to the inevitable and pledged its support to the Democratic nominee, there is almost a certainty that New York State will go Democratic. In the large cities cash has a most important influence on the vote, but in the country, more especially with the farmers, it has little effect. Therefore, the threatened loss of the farmers' vote to the Republicans is more serious than would be the loss to the Democrats of the Tammany vote, as the farmers are swayed by principle, while Tammany is largely controlled by money and spoils.