

THE CRITIC:

A Maritime Provincial Journal.

DEVOTED TO

Commerce, Manufacturing, Mining and Agriculture.

1.50 PER ANNUM.
SINGLE COPY 5 CTS. }

HALIFAX, N. S., MAY 17, 1889.

{ VOL. 6
No. 20 }

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THE CRITIC,

Published every Friday, at 161 Hollis Street, Halifax, Nova Scotia

BY

CRITIC PUBLISHING COMPANY.

Edited by C. F. FRASER.

Subscription \$1.50 per annum in advance. Single copies 5 cents.

SAMPLE COPIES SENT FREE.

Remittances should be made to A. M. FRASER, BUSINESS MANAGER.

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.

We have recently seen the new military clothing supplied to the Militia, and an inspection of it confirms the opinion we recently expressed that the selection of that particular point for the recent parliamentary attack on the Militia Department was ill-judged. The clothing is decidedly good, and it has the great recommendation of being a home manufacture.

When the Duke of Wellington's Regiment arrived here last fall it was several times assailed in the Press, apparently with a good deal of animus, for very trivial causes. We have lately regretted to see reports of instances of misconduct which would seem to afford grounds for animadversion. No doubt there are two sides to every question, and we can only say that we should be very sorry to see the strictures which appear every now and then at all justified by the general behavior of the Regiment.

In reference to our deprecation of the wearing by ladies of small birds' feathers, heads and wings, and the wholesale slaughter of the innocent victims induced by that cruel fashion, an evening city contemporary tells us that a well known gentleman, prominent in S. P. C. matters, remarked to one of its staff that while in St. Paul's a week or two ago he counted one hundred and twenty ladies of whom but twenty-one had birds' feathers in their hats or bonnets. This he thinks speaks volumes for the interest shown by Halifax ladies in decreasing the slaughter of birds for the decoration of feminine headgear. We should indeed be glad to think that this gentleman's surmise is correct.

The Canadian Trade Review has, not for the first time, a perspicuous article on the deterioration of the Lobster Fisheries. It appears that in 1888 the output of New Brunswick was 1,843,368 cans, and 1,948 tons of fish, compared with 5,236,253 cans and 3,111 tons in 1885. In P. E. Island the product of 1881 culminated in over 6,250,000 cans; in 1888 it was only 1,446,227 cans, which numbers, small as they are by comparison, represent a slaughter of from 800,000 to 1,000,000 lobsters. Nova Scotia, so favored in many ways, has been an exception, lobsters having continued plentiful and of good size, but in New Brunswick and Prince Edward Island the deterioration has been steady, and has rendered the trade absolutely unprofitable. It is inferred that the mature lobsters have to a great extent been destroyed, and that the most stringent measures will be required to replenish the fisheries.

The breaking of the record of the *Etruria* by the *City of Paris* by 2 hours and 48 minutes is the victory of a new type, the great features of which are twin screws and triple expansion engines, and no doubt her lines are calculated to give every advantage to her power. What can be done in the way of speed has been shown by the magnificent average of the *City of Paris* of 23½ knots an hour, a speed equalling that of a "parliamentary" train, while safety is put almost beyond chance by the number of watertight compartments into which these magnificent vessels are divided. When shall we get anything like it?

In Russia every one found inebriated on the public streets is imprisoned, and when he is recovered is set to sweep the streets for a day. It is not rare to see in the streets of St. Petersburg well dressed men acting as scavengers. Might this not embody a hint for our police laws? Switzerland furnishes us with another. Ten per cent. of the income from liquor licenses is expended in unfolding to the people the bad effects of alcohol. It is by such various means, combined with scientific instruction in the schools, which we are happy to note is gaining ground, that true principles of temperance can be inculcated, not by violent restrictive laws which produce far more evil than they effect good.

We notice with pleasure the promotion to the command of the 66th, P. L. F., of Major (now Lt.-Col.) W. M. Humphrey, and of Captain Menger, the late excellent Adjutant, to the junior majority. We are also glad to see Captain Humphrey back in his old corps, and it speaks well for his military spirit that he is not above re-entering in a rank subordinate to that which he previously held. We fancy there are no more popular officers in the Force than the Colonel and his brother. A good deal of "new blood" is gazetted at the same time, as well as the retirement of some gentlemen whose names we should have been glad to see remain on the list. It is further satisfactory to note the steady increase of officers who have passed the Infantry Schools.

Mr. Erastus Wiman's impudence is rising to the level of his irrepressibility, though we doubt if his astuteness keeps pace with those qualifications. This is the style in which he is said to have delivered himself recently before the Inter-state Commerce Committee of the American Senate:—"I favor commercial union between the United States and Canada. It is a short cut to annexation. Canada cannot and will not remain in her present condition. The tie that binds her to England is the merest sentiment. She must either become an independent republic or join the United States. The hopes of one great party there rest entirely upon one old man. After the death of Sir John A. Macdonald will come the deluge." Even Mr. Wiman will bye and bye be convinced that Canadian nationality and patriotism do not hang on the life of any one man, however eminent he may be as the representative of those sentiments.

Two articles of great interest to Halifax—and both of them remarkably well written—appeared in the *Week* of the 10th inst. One is "The True Version of the Expulsion of the Acadians," by Malcolm M. Sparrow, dated Toronto; the other is "The Romance of Adèle Hugo," the hapless daughter of the great French poet, by the Hon. J. W. Longley. It is difficult to say which of the two is the most intensely interesting; perhaps on account of its thrilling and most melancholy personal associations, and its later date—subsequently to 1861—the greater charm will be found in the pathetic story which Mr. Longley has rendered with such decided acceptability. These two admirably narrated episodes forcibly suggest that the time has come at which a new history of Nova Scotia is a desideratum. Such a work in the lights of the present day could, in the hands of more than one of our able Canadian literateurs, be made of enthralling interest.

The new postal regulations have come into operation. The reforms conceded are the increase of the allowable weight of letters from half an ounce to an ounce, and the collection of insufficiently paid postage from the recipients of letters, whereby the vexatious and senseless proceedings of sending them to the dead letter office is happily abolished. But the value of these concessions has been partially neutralized by the niggling spirit which seems to pervade our legislation. The inland postage and that to the United States still remains a three cent stamp rate, and the registration has been advanced from two to five cents. As the registration fee constitutes no guarantee against loss, any increase of it seems quite uncalled for. This, however, is not so vexatious as the increase on the drop-letter rate from one to two cents, which will probably only result in a more extensive use of post-cards, and perhaps the more general employment of messengers. Altogether we can only regard the new regulations with an extremely mitigated amount of satisfaction.