

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., FRIDAY, OCTOBER 9, 1885.

HOSPITAL MANAGEMENT.

It is quite evident from the experience of the past few months, that it will be impossible to carry on the work of the P. and C. Hospital under the management of two distinct Boards. An irresponsible Board of Charities can no longer be viewed with favour by those conversant with the facts in regard to the recent troubles in our P. and C. Hospital. An unpaid medical staff, at liberty to resign upon the slightest provocation, must always place the management of the Hospital in a critical position, and is therefore undesirable. We believe that the time is now come for the public to consider calmly and dispassionately the future of one of our most humane institutions. The recent rupture between the two controlling Boards was but the climax to a series of minor disagreements, and it must be apparent to all that its management, under these circumstances, should not be continued upon the former footing. We believe that the government of the Hospital should be placed in the hands of nine persons, each of whom would be directly responsible to the Provincial Cabinet. We have many philanthropic gentlemen in this city, now discharging similar duties in connection with other institutions in Halifax, and we have no doubt that suitable persons could be found to take places upon the new Board, without requiring remuneration. As the preparation of the food and the cleanliness of the surroundings are of great importance in a well-conducted Hospital, we think that at least three of the Board should be ladies, and we have no doubt that the material comfort of the patients would be greatly increased, were the culinary and domestic departments under the watchful supervision of such a committee. The Board should likewise include a medical practitioner of experience and high standing, as consulting physician. Of course, upon such a Board, the city, as well as the Province, should be represented. The Hospital is supported by the people, and the public should not expect medical men to give their services free of charge. The new Board should be empowered to employ a resident physician and a resident surgeon, and should likewise be at liberty, upon the recommendation of the consulting physician, to call in outside aid when such was deemed requisite, for which services proper fees should be paid. The above is, in brief, our idea as to the future management of our P. and C. Hospital. We are aware that it would be somewhat more costly than that previously in vogue, but we believe that its manifest advantages are such as to recommend it to the public as well as to our legislators.

SHOULD IRON-MINING IN CAPE BRETON BE ENCOURAGED?

Those who are disposed to answer this question in the negative are respectfully requested to consider the following points.

1. Iron and coal are the two great sources of the wealth of the British Empire. They are commodities of universal use, and if they can be produced cheaply their profitable sale is assured. In this Province they exist in abundance. In Cape Breton, coal, superior to that on the mainland for producing coke, exists near extensive deposits of iron ore and limestone. It would seem that Nature intended Eastern Nova Scotia to have the manufacturing of iron for the Dominion of Canada.

The iron ore beds of Pictou are well known. Those of Cape Breton are mentioned in Mr. Gilpin's Mines Report for 1876 and 1881. It seems that coke and limestone (necessary in iron-smelting) can be supplied more cheaply in Eastern Cape Breton than anywhere else in the known world. This can be established by taking the prices at which parties in Cape Breton Co. offer to supply any quantity of them, with the prices paid for them elsewhere in America or anywhere in Europe.

2. The whole Province is interested, both directly and indirectly, in the encouragement of iron-mining and manufacturing in whatever Co. the same can be most economically carried on. If the Van Slooten scheme had been carried out, a home market for a quantity of our coal would arise, fewer of our farmers would be leaving the Province each year, constant employment would be given to at least one thousand five hundred persons, and at least fifty thousand dollars would be paid in wages every month after the works would have been put in full operation. Of course a large portion of this money would come to Halifax for supplies of various kinds. So would a considerable amount of the \$1,000,000 necessary to start the works. And withal "the bone and sinew" of our country would be used for the advancement of home, not foreign, industries.

3. The smelting and manufacture of iron, if extensively carried on in this Province, would soon react beneficently upon the Provincial treasury; for the smelting and manufacture of iron imply the consumption of coal, and every ton of coal sold in this Province contributes to the Provincial revenue. Practically the Government of Nova Scotia is in partnership with the coal owners inasmuch as the profit on every ton of coal sold is divided between them. Is it unreasonable to ask the Government to assist in making successful an enterprise that is certain to benefit both?

4. Colorado would be of no importance to-day, and Pennsylvania would not be what it is, unless the Governments of these States considered it advisable and sound policy to give State aid to enterprises that were to

be of public benefit. The great historian of the United States says: "It is true that some State Legislatures borrowed heavily to provide funds for the full and rapid development of mining and other industries; but it is also true that the whole country gained by that policy, without which some States now foremost in mining and manufacturing industries would not yet have risen from poverty and obscurity."

NOT A DEAD ISSUE.

Our Chamber of Commerce and City Council appear to have gone to sleep over the Short Line Railway Question. No doubt, the individual members of these respective bodies regard the issue as dead, and having done their duty, in the way of verbose resolutions, they feel that they may enjoy a well earned rest, but is the issue a dead issue? True, by an Act of Parliament, the Pope-Megantic Line was subsidized, mainly, we are told, because the Canada Pacific authorities favoured the construction of the road, but the C. P. R. Company have since come into actual possession of the North Shore Railway between Montreal and Quebec, and as the Pope road is not to be commenced before the spring, if, then, cannot something be done to secure a survey of the short gap west of Lake Chesuncook in the Combination Line? The distance cannot exceed forty or fifty miles, and the cost will be comparatively small.

As the survey of the Line between Harvey and Fredericton, to Salisbury, is now being made, the thorough survey of the gap mentioned would fully establish the eligibility of the entire Line. We expressed our views upon this question in our issue of the 4th September, and we are still prepared to act upon them. The following extract from our editorial of that date is worthy the consideration of the Halifax Chamber of Commerce and the City Council. Let these bodies act before it is too late:—

"As nothing is likely to be done towards proceeding with the work on the supposed Short Line Railway until after the next session of Parliament has been held, we are prepared to support any movement which would have the effect of procuring a thorough survey of the shortest and best line between Montreal and Halifax, even though the Province of Nova Scotia and the City of Halifax should bear the expense, which we do not anticipate need be heavy. There is little doubt, however, that the Province and City of Quebec would be willing to bear a fair proportion of the cost. This survey, we are informed, could easily be completed before the end of the present year, and if the result should show that the line via Quebec and Canterbury is in every respect a preferable one to that which has been selected, as is anticipated, it is not improbable that the Government could be induced to reconsider the matter, and to deal fairly and justly with this section of the Dominion, as they are unquestionably in duty bound to do."

THE TURKISH QUESTION.

The present complications in Turkish politics are more than usually important, both from the magnitude of the interests involved and from the effect which they are likely to have upon the vexed Turkish problem. Three European powers—Russia, Austria and Greece—are waiting, with hunger in their eyes, for a slice of Turkey. Three Turkish Principalities, Servia, Bulgaria and Montenegro are almost, while Roumania is entirely, independent of the decrepid old State. Eastern Roumelia, a province more than twice as large as Nova Scotia Proper, has now joined the only nominally dependent Principality of Bulgaria. These nominal dependencies of Turkey with Roumania, which formerly belonged to it, occupy almost all of the northern part of the country, covering a much larger area than Turkey Proper. Community of race, religion, language and interests connect them as closely with other countries as with Turkey. The Russians, Bulgarians and Servians are of Slavonic race. The Servian language is spoken by seven and a quarter millions, four and a half millions of whom are under Austrian rule. There are six million Christians in the Turkish Empire, and only two million Osmanli Turks. If Servia and Bulgaria should unite, they would be able to throw off the last semblance of Turkish domination; but they seem inclined to quarrel about Macedonia. Such is the state of affairs in the almost independent Principalities of Turkey. South of these lie the provinces which are governed more or less directly by the Porte. They are of various races and languages, and do not seem to have ever agreed upon any definite policy. Some of them have frequently given trouble to the Turkish Government. At present the main interest centers in Albania and Macedonia, both of which have greater race affinities with the Greeks than with the Turks. The hardy mountaineers of Albania are in revolt. The population of Macedonia are divided in their attachment to Bulgaria, Servia and Greece. Thus it seems as if disaffection were spreading rapidly among the Provinces of Turkey Proper, and as if they might in time follow the example of Eastern Bohemia and cluster around the self-governing Principalities. The integrity of Turkey, which has been a cardinal principle in European politics since 1841, seems in a fair way of coming to an end, in spite of the efforts of the European powers. Should three powerful Principalities be formed, with Servia, Bulgaria and Roumania as their heads, or, better still, should these three unite, the most satisfactory solution of the Turkish problem will have been arrived at.

It is said that the "Flying Squadron," which is shortly to leave England for a three years cruise around the world, will visit Halifax. The squadron is made up of frigates and corvettes, among which are the "Volga," "Active," "Rover," and "Calypso." Some of our young people will probably be on the tiptoe of expectancy.