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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.

A WEDDING GIFT TO PRINCE GEORGE'S BRIDE.—A movement is on foot to raise a contribution from the women of Canada for the purpose of purchasing an appropriate wedding gift for the Princess Marie. It is proposed that the gift shall be a Canadian made winter sleigh, with bolts, robes and harness.

RECEPTION TO THE FLEET.—The proposed reception to the fleet on its arrival from Bermuda we hope to see carried out. Not specially on account of the foremost position it took in the recent grand naval review in New York, but because the arrival of the fleet always adds greatly to the business and gaiety of our port, and the gallant tars have by their frank open manners endeared themselves to all classes in the community. They always enter heart and soul into all civic celebrations, and spare no pains to make them successful, and it would be a graceful act to prove our appreciation of their many courtesies by showing them special honor.

SUBSIDIZED TRADE WITH AUSTRALIA.—Differences of opinion evidently exist as to the advisability of the Dominion subsidizing a line of steamers to ply between Canada and Australia. The directors of the Canadian Pacific have so far proved themselves exceptionally able business men, and the fact that they have established a line of steamers connecting Vancouver direct with Australia as a result of the subsidy would tend to show that there was every possibility of building up a profitable trade between the two countries. We note, however, that Doctor H. H. Read, who is a very close observer, and who has spent some time in Australia, has in the *Chronicle* denounced the granting of the subsidy as sheer robbery, there being no possibility of a profitable trade between the two countries. We hope and believe that in this statement the Doctor is in error. There should be a market in Australia for our manufactured goods, and wool and other products of that country are in demand here. The first steamer of the new line is now on the way to Vancouver, and whether there is or is not the possibility of bringing about a profitable trade will soon be proved.

THE VISIT OF THE CABINET MINISTERS.—We are free to confess that we believe that Messrs. Foster and Bowell with the other ministers who visited Halifax are taking the right course in interviewing the business men of the Dominion and obtaining the ideas of the tariff. They desire light on the subject, and there is no better way of obtaining it than by visiting the leading cities of the country, and, by personal contact and discussion with men of all opinions, finding out what is wanted. The national policy was forced upon the country by the hostile tariff of the United States and this government has always shown a disposition to make changes in our tariff rates when they were made possible by the lowering of the duties in that country. The success of the tariff reform party in the States makes it certain

that the protective policy will be largely abandoned and the tariff greatly reduced. What those changes will be it is impossible to foretell, and we think the Dominion Government did well to delay altering our tariff until this had been settled. In the interim the government is wisely studying the wants of the people, and when the time comes to act they will be able to do so intelligently.

THE FISHING SEASON.—Disciples of Isaac Walton are now following their favorite sport, and many a fine salmon and a lively trout is being landed as an evidence of their skill. The lakes and runs around Halifax, which for the greater part of the year are the abodes of solitude, are now enlivened by the presence of numerous fishermen, and farmers and their sons are doing a thriving trade in letting boats to hire and rowing fishermen over the best fishing grounds. At least they purport to do the latter, but we have a shrewd suspicion that they reserve the best portions of the lakes for their private use. The unsophisticated countryman is not so green as he may look, and would-be dudes who think they are impressing him with their superiority would be surprised could they hear themselves discussed at the farmers hearthstone. In these trying business times the wearied merchants should make up their minds to give care the go-bye for at least a time, and seek rest for their weary brains in some remote locality where telegrams are unknown. A week's fishing is the best tonic for shattered nerves, and is a medicine that we prescribe for all in full confidence that it never fails to cure.

THE HOME RULE BILL.—As the debate on the third reading of the Home Rule Bill progresses some very difficult problems are presented for solution. In the Dominion Her Majesty, through her representative, the Governor-General, may veto objectionable or unapproved Acts of the Dominion Parliament. According to Mr. Blake Acts of the proposed Irish Parliament can only be annulled by Acts passed for that especial purpose by the Parliament of Great Britain. In this respect it would seem that the Irish Parliament will have greater powers than the Parliament of the Dominion. The feeling in England against the Bill is growing in intensity, especially amongst the upper and middle classes, and Gladstone is coming in for a large amount of abuse. At the Imperial Institute where he was the guest of the Prince of Wales, his appearance on the scene was followed by hisses and other tokens of disapproval from the large audience assembled. It was a disgraceful exhibition of ill-will under the circumstances, and will endear the Grand Old Man to his followers. An attempt was made by some miscreant to kill him as he was traveling by rail, a heavy missile having been hurled by some unknown person at the railway carriage in which he was a passenger. It crashed into an adjoining apartment, just missing the Dean of Chester. Thus a more than probable opponent of Mr. Gladstone and the Home Rule Bill had a narrow escape of his life through the guilty act of one of his own party. It is a good illustration in its way of the fact that unfair attacks as a rule only hurt the party they were intended to benefit.

CANADIAN CANALS.—The public debt of Canada to a great extent has been contracted by the carrying out of great public works which are proving of immense benefit to the whole country. Sir John Macdonald's wise railway policy resulted in the prompt completion of the Canadian Pacific and the throwing open of thousands of miles of fertile lands to settlement; but while this great work was going on the canals were not forgotten, as large sums were voted for widening and deepening the Welland Canal and the canals in the St. Lawrence. This has made the St. Lawrence the highway for the grain and provision shipments from the west, and has given Canada a great commerce that without the canals would have undoubtedly gone through the sea ports of the United States. Our public debt is therefore not the outcome of costly wars, but the result of a wise policy in public improvements, and the money expended is destined to be returned a thousandfold as the years roll on. With the opening of the Sault Ste. Marie Canal and the deepening of the St. Lawrence Canals the Canadian system will be completed and the way be opened for direct shipments from Lake Superior by steamer and vessel to the Atlantic without breaking bulk. Then Nova Scotia may be made to feel for the first time the benefits of the work, as through the deepening of the St. Lawrence Canals coal may be shipped direct to points on Lake Ontario and the volume of business largely increased. It is not expected that the canals will ever afford sufficient revenue to pay for themselves or even their yearly operating expenses, but no one grumbles, as the country at large is a tremendous gainer by their construction and operation. Had a similar policy been pursued on that other government work, the Intercolonial, Halifax would have ten years ago become the winter port of the Dominion, but unlike the canals the Intercolonial would in time have more than paid operating expenses.