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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 building of the link between Annapolis and Digby is a vital necessity for Halifax, but the Windsor & Annapolis Railway should be also acquired by the Government, and the whole line consolidated. Whatever Government management might be, it could not possibly be so bad as the present stupid, irresponsible and offensive management of that disreputable line.

It has been stated that Mr. Mercier intends to introduce a bill to allow candidates disqualified by the Electoral Court the right of appeal to the Queen's Bench. An Election Court Judge is, of course, as liable to err as the Judge of any other Court, and the corrupt candidate would probably find himself no better off under an appeal than at his original trial, yet it gives him an additional chance, and those who deplore the standing scandal and disgrace of electoral corruption, will be disposed to think that what is well enough as it is might be let alone.

The accusations which have been brought against the Indian Government, of giving an immoral support to the opium-trade for revenue purposes without regard to the demoralization of China, have lost their force. It appears that China is now herself producing, at an increasing rate, a native opium, which is fast becoming preferred to the imported article, as well as being cheaper. That the use of the Chinese opium is becoming universal in China is instanced by the curious fact that it is carried about by private individuals, as a currency wherewith to meet daily requirements.

England has, it appears, intimated somewhat decisively her disapproval of the high-handed proceedings of Germany at Samoa, and her accord with the United States in that connection. It does not seem to be much thought of on this Continent, but it is doubtless well understood by the Great Powers that Great Britain practically holds the balance of power so long as she keeps from becoming embroiled with any one of them separately. If Russia and France were allied against Germany, Austria and Italy, and hostilities broke out, that side which Great Britain espoused would undoubtedly have the best of it. The encouragement to France, should Germany become too bumptious, of an English alliance, would be invaluable. Meantime it is said that the British Pacific Squadron is to be re-inforced.

On George Munro day, February 1st, the editors of the *Dalhousie Gazette* will issue a grand and enlarged number of the paper in honor of the man who has done so much for the College. Rev. J. Clark of Nictaux will contribute a poem by request.

St. John Progress, January 19th contained a portrait of the late Judge Haliburton and a sketch of his life, together with some pleasant words about his biographer, Mr. F. Blake Crofton, of Halifax, by H. Percy Scott, of Windsor, which is well worth perusal.

We learn that an arrangement has been entered into by the Union Bank of Halifax, and the Bank of Toronto for the mutual receipt of their notes at par. A short time since we noticed a similar agreement between the Halifax Banking Company and Molsons Bank. It is to be hoped the disgraceful and unnational system of discount between different Provinces is now pretty well knocked on the head.

The next Civic election will occur on the 24th of April. Under Chapter 49 of the Acts of the Local Legislature, passed at the last session, persons who acquire a vote by paying a poll-tax must pay "at least three months before such election." This time elapsed yesterday, Thursday, and up to that time an unusually small number of poll-taxes had been paid. This is a matter which will, at election time, be of considerable importance.

The electric system of operating the Street Railways in Boston is reported to be a marked success. Time has been reduced, it is said, one-half in the longer distances, and the economy accomplished is very considerable. The most important saving is in horse-flesh, to which the ordinary street-car system is fearfully destructive. The lines can also, it is claimed, be extended to greater distances at comparatively small expense. If the adoption of the new motor is so successful in Boston, there would seem to be no reason why it should not pay in Halifax.

Sir John Colomb, in an article in *Imperial Federation*, draws attention to the fact that the German Navy is to be increased at one stroke by twenty-eight vessels of war, most of them for service in any part of the world. This is in pursuance of a steady policy of aggrandisement, and, as Holland and her great colonies in the East may quite possibly become German in a short time, Capt. Colomb draws the inference that those who prefer to talk about Australian independence to aiding Imperial Federation, had better wait till Australia is prepared, single-handed, to cope with the naval war-power of the German Empire.

Sir Henry Tyler, the well known English railway magnate, proposes a settlement of the Soudan on commercial principles, by means of a large trading company, which would place a line of steamers on the Nile at a point from which they could run up to the Equatorial Provinces. The Arabs are as keen as any race for money, and the fanatical element has evidently dwindled, while there is now every reason why Great Britain should retain her hold on Suakim, which would be quickly snapped up by some other power if she were to abandon it. The idea is probably a sound one, and will, if carried out, give another instance of trade following the Flag.

A Trust has been formed by dealers in woodenware in England—presumably in London—who, with the Manufacturers Association, are, it is said, endeavoring to crush a firm known as Jno. Earley & Co. The boycotted firm intend to invoke the aid of a Grand Jury. We shall rejoice if this report is found to be correct. It is quite time that a firm stand should be made for individual rights and liberties against the crushing tyranny of combines and the execrable system of the Boycott. We trust to see this principle vindicated in Canada by some appeal, which shall produce a judicial decision similar in character to that recently evoked from a United States Court in the matter of the Sugar Trust.

Poor Mr. Phelps, who seems to have been at all times an acceptable American Minister to England, is being dragged, nolens volens, through the mire of diplomatic discourtesy and misrepresentation entailed by Mr. Bayard's necessity of justifying Mr. Cleveland and himself. It reminds us of the old saw, "One lie makes many." The position now taxes all the energy and cunning of the American diplomatists ("bullies" would be the better word,) to twist the unfortunate Lord Sackville's letter into "grave insinuations against the integrity and motives of the President of the United States." Such are the words Mr. Phelps is compelled to utter, and it is difficult to say whether they are more ludicrous or more contemptible. The whole fiasco is a thing to make gods and angels weep—if they can refrain from laughter!