

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 10, 1889.

{ VOL. 6
No. 19 }

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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.

Advices from the Magdalen Islands give a somewhat indifferent account of the sealing operations; Newfoundland steamers having swept the ice before the Island vessels got out. A fair and early herring fishery is however anticipated.

Our own fisheries occupy so much of our attention that it is very likely most people believe them to be the most valuable and the most important in the world. This is not, however, the case. The Canadian fisheries are worth under four millions of pounds sterling, while those of the British Islands are of the value of six millions and a half. France comes next with three and a half millions, and Norway and Holland have less than a million each.

The Dominion Parliament was prorogued yesterday week. Its work during the Session has included several measures of considerable importance. Notably the fast steamer subsidy, the copyright law, the very unsatisfactory postal regulations, the facilitation of the acquisition of land in the N. W., the extradition act, and the measure for the better safety of ships, but the last day of the Session was unexpectedly enlivened by the rejection of the "Short-Line" Bill by the Senate by a vote of 22 to 11. This may not, perhaps, turn out a bad thing in the end. The G. T. R. having claimed equal rights with the C. P. R. over the proposed line, there may be some prospect of competition on the part of the former corporation for access to the sea at this port. Should this turn out to be the case, some advantages may yet accrue to Halifax.

Another ebullition of the petty feeling of animosity to Great Britain, which seems so ineradicable in a large section of the people of the United States, manifested itself in connection with the display of one or two British flags at the recent centennial celebrations. These were pulled down with the usual hootings and vulgar insult. The incidents would be trivial enough but for the evidence they afford that a nation is only an enlarged individual, and, like the individual triumphant in a quarrel, finds it harder—even after a hundred years—to forgive than does the unsuccessful antagonist. Whether it be lack of broad generous feeling, or jealousy of the great country which contemplates her independent daughter with so different a regard, or mere blind, irrational, traditional hate, is uncertain; perhaps it is compounded of all three, but it is an unlovely spectacle, though it causes more of melancholy contempt than of anger.

The subject of the amendment of some city nuisances and drawbacks reminds us of an addition to the convenience and comfort, not only of citizens, but of all railway travellers, which ought to be carried out before the winter once more renders the steep hill of North Street from the Station to Lockman Street dangerous and well-nigh impassable. This urgently required desideratum is a flight of broad steps within the I. C. R. precincts from the yard up to Lockman St. Any appeal to the I. C. R. is perhaps rather hopeless, but it ought to be urged both on the Railway authorities and the City Council, who ought to unite in constructing this convenience to the public. Here again will not the Daily Press aid?

One of the first duties that the new Board of City Works should undertake is to arrange for a plan of the city that will show exactly where all existing sewers and drains are situated, and where, in the case of properties at present undrained, new sewers should be located. At present persons erecting or proposing to erect houses in the North, South or West suburbs of the city are unable to officially ascertain in what direction their buildings should be drained to connect with the future sewerage system. This is a matter of more than passing importance, and is one that should engage the attention of the City Council at once. The fact that it has not been dealt with comprehensively in the past will account for the slowness of building enterprises in the outlying portions of Halifax. The Board of Works ought to call upon the City Engineer to prepare a sewerage map of this Peninsula, so that every property-holder can tell at a glance before, or when, building, how his house is to drain and can make his plans and arrangements accordingly.

A feature of Canadian education and school-routine which deserves all commendation and appreciation is Arbor Day, an institution which not only promotes "proper adornment of school grounds," to quote the report of the Halifax Board of School Commissioners, but materially helps to develop that taste for the beautiful which does so much to smooth the roughnesses of life, and which can be in no way more efficiently, and at the same time more simply, ministered to, than by the cultivation and contemplation of the spontaneous beauties of nature. Besides the æsthetic advantages of the observance of such a day, much useful knowledge is to be gathered, not only of trees themselves, but of the soils suitable to different varieties, and of the proper modes of planting, as well as an insight into the most picturesque groupings of either single trees or clumps. This festival was held in Nova Scotia on Monday the 6th inst. The day was favorable, and we do not doubt that good work was done and sound instruction given all over the Province.

The expediency of the reduction in the British Horse Artillery carried out a year or so ago was much questioned at the time, and is still more so now. It is stated by the *United Service Gazette* that there is not now a single battery of horse artillery ready to take the field in England, and goes on to say:—"When we find that Austria, who possessed no Horse Artillery a few years back, thinks it now necessary to reintroduce it, we ought surely to feel uneasy at seeing an arm which it is admittedly impossible hastily to raise and equip when an emergency may occur, reduced to such a dangerously low standard. When the Germans, who have had more experience of modern war than anyone else, think it necessary and important to keep up a strong force of Horse Artillery—when Prince Kraft, their most able Artillery General, and perhaps the greatest living authority on the subject, recommends that the whole Corps Artillery of an Army Corps should be composed solely of horse batteries, it is surely wilful blindness on our part to let so valuable an adjunct droop and wither in the way it is doing now before our eyes."

The Mexican President, General Porfirio Diaz, has been publishing a report on the material development of his country, which, even allowing for a tint of roseate coloring, makes a good showing. Contracts now in force show, it appears, investments of more than \$40,000,000 in mining enterprises. There is a steady increase of the cultivation of the vine and the breeding of the silk-worm, industries which will, no doubt, exercise a powerful and beneficial influence on the country. Much land unproductive at present has been opened up for sale, and the telegraph system has been immensely developed. There are now 14,000 miles of lines. Of course much of this advance—more perhaps than President Diaz would care to admit in a state document—is due to American capital, but the very presence of it shows that Mexico must be in a better state of order than formerly, which is no doubt largely due to the influence of the President himself. It little matters, however, where the civilizing influence comes from as long as there is a real improvement in the state of this fine country so long the prey of anarchy and disorder.