

THE CRITIC:

A Maritime Provincial Journal.

DEVOTED TO

Commerce, Manufacturing, Mining and Agriculture.

\$1.50 PER ANNUM.
SINGLE COPY 5 CTS.

HALIFAX, N. S., JUNE 14, 1889.

{ VOL 6
{ No. 24

CONTENTS OF CURRENT NUMBER.

EDITORIAL NOTES	1, 2
CONTRIBUTED.	
Letters to Cousin Caryl	" Dinah Sturgis " 6, 7
MISCELLANEOUS.	
Chit-Chat and Chuckles	3
News of the Week	4, 5
Chess	5
Rondeau—I Will Forget	Sophie M. Almon. 7, 8
Industrial Notes	8
City Chimes	8
Our Neighbor 60,000,000 Miles Away is no Paradise	8
Commercial	8, 9
Market Quotations	9
Serial—Matland's Mystery	10
Gypsy	10, 11
Mining	12, 13
Draughts—Checkers	13
Home and Farm	14

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.

Will the City Council ever overcome its cowardice as to the vote of the truckmen, and prohibit the trotting of coal carts and trucks? Will the Daily Press ever come to our aid in this matter? Now that the weather is warm and people have to open their windows the intolerableness of the nuisance accentuates itself again.

The Moncton Transcript tells us that James Johnson who died recently was in the Enniskillen (the 6th) Dragoons, and that he was one of the 600 in the "Charge of the Light Brigade?" Another New Brunswick contemporary rightly says the Enniskillens are heavy cavalry and therefore had nothing to do with the Light Brigade. They were, however, in the equally splendid and more effective charge of the Heavy Brigade on the same day, which was subsequently made the subject of another poem by the Laureate, though like all sequels or imitations, it somewhat lacked the fire and originality of the first.

We had entertained the hope that the factious and mischievous Ontario agitation against the Jesuit Act of Quebec would by this time have died a natural death. The Orange body, however, seems bent on keeping it going, and has condemned the Protestant Members, especially the Orangemen, who voted against disallowance. What good these agitators think they are doing to the country by fomenting race and religious antagonisms it is hard to understand, and we yet trust to see the useless contention expend itself. If the arrangement satisfies a Quebec majority, surely the other Provinces have no right or call to interfere.

The outburst of the artificial lake, the property of a sporting club, which caused the terrible Pennsylvania catastrophe, was it seems partly due to insufficient outlets for overflow. The engineer in charge when he perceived that the dam was weakening, appears to have done his best by sending mounted messengers down the valley to warn the victims. Nevertheless, the shortsightedness and carelessness which omitted to make a large lake overhanging a densely populated valley absolutely and indubitably secure, was most culpable, especially as doubts had been expressed. There was far too much earthwork in the construction of a dam intended to restrain so great a body of water, and it was the palpable duty of parties owning a lake for purposes of mere sport and enjoyment to have paid the strictest attention to the absolute efficiency of their embankments.

A favorite stock piece of material for political capital is the Dominion Franchise Act and the cost of its revisions. The Act might doubtless be a much better act than it is, and the revisions seem to be frequent and expensive. All the Franchise Acts, Dominion and Provincial alike, would be better if they were simply Manhood Suffrage acts, but the statement that it is "less liberal than that in all the Provinces" is open to more than question. We should suppose the public is by this time fully aware that what is praised by one party and denounced by the other is neither so good as is claimed by the one, nor so bad as is asserted by the other. Truth and fair estimate are almost out of the question in party politics.

The Militia Department has been lately doing some rather small work in cutting off the telephone accommodations of the D. A. G.'s. In Halifax particularly, where the stores are somewhere out in the *terra incognita* of Richmond, the want of telephone facilities means a walk to that region of some $2\frac{1}{2}$ miles and back for a subordinate official, whereby half-a-day's time is sometime consumed. There is a palpable want of breadth of view in the Department. By the way we should like to know if there is any chance of the King's County Troop of Cavalry being aided to lend attraction to the Carnival? This Troop is a credit to the Province, and it will be a decided loss to the festival should it not be able to attend.

It is somewhat curious to note the amount of editorial comment appearing here and there throughout the Press on the Cronin murder in Chicago in comparison with the remarkable absence of such commentary on crimes which have occurred in Ireland, which have only differed from the Cronin atrocity in circumstance, but have been equally the outcome of the horrible principle of secret societies, which set aside all human morality and all fear of God. And of course it goes without saying that even the false self-justification of political motives comes to be merged in the promptings of individual fear and revenge, as in the case of Cronin, whose disclosures of malfeasance of funds were evidently the prime motive of his taking off.

One of the prettiest features of the London season is said to be falling into disuse. The flower boxes on the window sills of London houses, which used to do so much to brighten dull streets, are now too expensive to be indulged in, and only the wealthy, it is intimated, now indulge in it for a brief season. Every Londoner and every visitor is familiar with the charming aspect imparted to the more aristocratic quarters by the profusion of beautiful flowers which adorn the balconies and window-sills and render west-end London a region of beauty on spring and summer mornings, but these are probably not much affected by considerations of expense. The deprivation to the inhabitants of more modest or dingy streets is that most to be regretted.

The position of Detective Power is an apt illustration of the difficulty of serving two masters. The arrangements of the City Council as to the employment by private persons of their special detective seem to lack definite or business-like basis. It is not quite plain why the Council should demand \$5.00 a day for his services when privately employed, when, if there were official occupation for him at the moment, his services could not be made available for outsiders, while their action in requiring revelations which Mr. Power was quite justified in refusing, certainly seems *ultra vires*. Any disputed items of accounts between a public detective, so permitted to be employed, and his private employers is a matter for the courts rather than for the Council. The Press has been unanimous in support of Mr. Power and in condemning the action of the Council, and a strong petition in favor of the Detective is now before the Police Committee, to which it has been referred.

Among other matters calling for the attention of these promoting the proposed summer carnival, but which we fear may be neglected, is the state of the roads and highways within a radius of say twenty miles of Halifax. There are many charming drives within that circuit, and if the roads were put in thoroughly good condition, visitors would doubtless spend thousands of dollars in bowling over them. This is a matter that should specially interest those who have horses and vehicles to let. But others, such as the keepers of wayside taverns, mine owners, etc., would find a direct profit in doing all that is possible to make all the highways from the country that centre in Halifax as smooth and pleasant as may be. Most of our country roads are in a fairly satisfactory condition, and a few hundred dollars judiciously expended in addition to the regular road moneys would repair defective sections. A gang of about fifty men properly directed, could accomplish very much in the six weeks that will intervene between now and the opening of the carnival. We recommend the idea to the consideration of the general committee.