

THE CRITIC.

The Welfare of the People is the Highest Law.

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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 forming 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 dories which are sent out from the fishing vessels when on the banks are frequently lost in the fog, and their occupants, when they fail to reach their ships, are exposed to terrible hardships before they are picked up or reach a friendly shore. Owners of fishing vessels should see to it that each dory has in it two days' supply of food and water. By doing so, they will prevent the loss of life which follows extreme hunger and thirst.

In a recent trial it was decided by a British jury that a husband has the right to open his wife's letters. This is altogether too bad, for it is a poor one that will not work both ways. The first thing we know our wife will be opening our letters and will find out the real names of "Franc-Tireur," "Boatler," and other valued contributors, and perhaps will be pocketing the dollar and a half which you have sent in to pay your year's subscription to the paper. However, our wife is honest.

The grounds of Berwick, in which the camp meetings are now being held, are exceedingly beautiful, and camping out for several days during the hot weather is far from uncomfortable. Hence it is that, aside from the religious exercises, hundreds, yes thousands, of persons annually resort to the great Berwick gathering, many, we fear, regarding it as a monster picnic. Whether or not the results of these reunions may always be summed up as advantageous to the cause of religion is a question upon which there is room for great diversity of opinion.

We have received a copy of the Act known as the "Manhood Suffrage Act, 1887," which was read a first time in the House of Assembly at its last session, and ordered to be printed. The Act is based on common sense and justice, and its provisions are simple, clear, and unmistakable. We sincerely hope that it will be discussed upon its merits throughout the length and breadth of the Province, and that when the Legislature next meets manhood suffrage may not find its chief opponents in the ranks of that party which assumes to monopolize liberal sentiments.

The following extract from the *Journal des D bats*, one of the leading Parisian journals, is a hopeful sign of the times and the sentiment expressed will be endorsed by every Briton throughout the Empire:—
England salutes and exults in Victoria the Queen, the woman, the mother, the personification of the millions of English scattered over the surface of the earth and ocean. We likewise salute this long reign under which the flags of the two great Liberal nations of Europe have more than once been united, auguring that they may ever be united in the defence of liberty throughout the world."

Buffalo Bill, the western showman, who is now in London, is being feted by the English aristocracy, and invitations to dine and wine with dukes and duchesses are being showered upon him. Mr. Buffalo Bill is a coarse though somewhat shrewd type of an Western American, and the social honors which are now being heaped upon him only serve to prove that cultured society is not free from the silly, senseless craves which it is wont to condemn among common folk.

The tide is turned in British politics, and, as we predicted, the popularity of the Salisbury administration is fast ebbing. In the last six bye-elections the Gladstonians have come out victorious, and it is scarcely probable that the present government can hold power for many months longer. It is to be hoped that when Gladstone again assumes the reins he will not allow the Irish members to take the bit in their teeth and force him to introduce a measure by which Ireland would cease to be represented in the House of Commons. Give Ireland home rule, but not such home rule as would disunite her from England, Scotland and Wales.

For our part we sincerely hope that Sir Henry Drummond Wolff will leave Constantinople, which he has threatened to do. Within the past two months we have told our readers at least three times that Sir Henry Drummond Wolff was to be withdrawn from the Turkish capital, and each time we have found out too late that Sir Henry or the British Cabinet has finally decided otherwise. Crisp news that has to be bent and rebent to suit the movements of diplomatists, is likely to have all the starch taken out of it before it becomes an actual fact. Henceforward we will leave Sir Henry to settle his little quarrel with the Sultan, and when he has shaken hands, bid good-bye, boarded his steamer, and is well down the Aegean Sea, we will let our readers know that the great man has actually departed.

The owners, managers and proprietors of coal mines are requested to make any suggestions that they may deem advisable as to the amending or improving of the Compulsory Arbitration Act, which was adopted by the House of Assembly during the recent session, and deferred by the Legislative Council for further consideration. The government has no axe to grind in this matter, it simply wishes to introduce such legislation as will prevent unfair reduction in wages, and unreasonable strikes. Employers, as well as employed, should be interested in the satisfactory solution of such a grave question as this Act involves, and they or their representatives should study it from every point of view, and, by practical suggestions, aid the government in furthering the laudable object contemplated by this Act.

The United States Government deems it brutal upon the part of the Canadian authorities to seize the vessels of American fishermen which are found fishing within the Canadian three-mile limit, but the same government has no hesitation in seizing and confiscating the vessels of Canadian fishermen engaged in the seal fisheries at a distance of three hundred miles from the American shore of Alaska. If Uncle Sam were to follow the same course on the Atlantic as on the Pacific coast, the American cutters would be coming into our harbors and bays and seizing Nova Scotian vessels for engaging in the fisheries within three hundred miles of Yankee land. It may be brutal to have a three mile limit, but, if so, a three hundred mile limit is so intensely brutal, that the English language contains no word that will adequately give expression to it.

The day of impossibilities has long since gone by, but the latest proposition for travelling between the continents of Europe and America is sufficiently startling to make most of us regard it as among the impossibilities. Col. J. H. Pierce, an American inventor, proposes to cover, with one hundred patents, his plans for travelling at the rate of one thousand miles an hour. For the purpose pneumatic tubes are to be laid on the bed of the ocean. The motive power is to be supplied by Niagara Falls, and the carriage, freighted, it may be, with living beings, is to be sent spinning through the tube by a current of air at a velocity ten times greater than has ever yet been attained in travelling. The idea of going from New York to Liverpool in three hours is enough to take one's breath away, but we imagine that the idea, if put in practice, would cause more pain to the passengers than that resulting from a severe blow below the belt.

Halifax, in many respects, is an enjoyable city to reside in, but woe unto the man who has frequently to walk through her thoroughfares. The *Morning Chronicle*, in a very sensible editorial, stigmatizes the condition of our sidewalks as disgraceful, which indeed they are. It would be ten times better to cart away the asphalt, bricks and paving stones, with which they are now laid, and replace these with good, solid, even plank-walks. The City Council should move in this matter and obtain such legislation as would enable it to have the sidewalks properly paved and kept in repair. Speaking of needed reforms, we might suggest that the drivers of empty coal carts and other such vehicles should be prohibited from driving along the main thoroughfares at the rate of six or eight miles an hour. The noise nuisance has come to be almost unbearable, and unless some stop is put to it the owners of property along these main streets will find that the demand for offices will be seriously diminished.