

THE CRITIC:

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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.

Mr. M. B. Daly, ex-Member of Parliament for Halifax County, has been appointed Lieutenant-Governor of Nova Scotia, an appointment which gives almost universal satisfaction to all classes and parties. That Mr. Daly will fill his new position with ability and dignity we have every confidence.

The last Dairy Bulletin from the office of the Dairy Commission at Ottawa is a special issue for the use of cheese-makers, and contains many useful notes for cheese-making during July. Cheese-makers may obtain copies of this bulletin free, in English and French, by application to the Dairy Commissioner, Central Experimental Farm, Ottawa, Ont.

It is reported that Mr. Mercier will go to France in the course of a few months with the object in view of securing the services of Mr. Eiffel, of tower fame, to come to Quebec to locate the new bridge over the St. Lawrence and supervise its construction. This is the bridge, the importance of which to the Maritime Provinces THE CRITIC has always urged. It is expected that the work will be commenced next year.

We would respectfully call the attention of the city authorities to the low awnings, which in some parts of the city are now doing good work for the halter, and bad work for the tempers of those who find out the proximity of an iron bar by striking against it. Barrington Street is the worst offender in this matter, and we would suggest that the tallest man on the police force be sent out to promenade the sidewalk and report against any awning under which he could not pass without touching.

A German paper gives the railway mileage of the world at 357,400 miles, an increase since 1884 of 64,000 miles. In Europe there are one hundred and thirty-three thousand miles, in America one hundred and ninety thousand, in Asia seventeen thousand eight hundred, in Australia ten thousand five hundred miles, and in Africa, the Dark Continent, five thousand two hundred miles. Of the increase of sixty thousand miles, which has been made in a short four years, no less than forty thousand was in America, and thirty thousand of the increase was in the United States alone. The number of locomotives in actual use is one hundred and four thousand, and England has eighty engines for every hundred miles of road; Germany, 53; France, 47; Russia, 40; Austria, 32; India, 24, and the United States only 19. The railway capital of the world is estimated at twenty nine billions, and of this fifteen billions is invested in Europe.

The *Eastern Chronicle* re-publishes part of an article from our columns, in which we stated some facts about the little island of Heligoland, to which the attention of the public has so recently been directed, together with some would be facetious remarks of its own. We thought that possibly some of our readers might be uninformed on the subject, and we find that we were correct. Evidently the facts in question were news to the editor of our New Glasgow contemporary, otherwise he would not have published them. We have searched in vain through the *Eastern Chronicle* for anything wherewith to return the compliment.

If it is true, as recently stated, that arsenic, when found in the stomach after death, is no reliable evidence of murder or suicide, but that the adult human body contains a certain amount of this substance, which immediately after death concentrates and crystalizes in the stomach, then many innocent persons must have been convicted of murder on evidence furnished by post mortem examinations. It is stated by a prominent St. Paul, Minn., attorney that he never knew a body exhumed and dissected for the purpose of satisfying inquiry into the question of the cause of death in which a certain amount of arsenic was not found. He believes that arsenic exists in varying quantities in the stomach of every adult corpse. It seems as if this theory could be easily verified or disproved, as the case might be.

The Dominion Government has decided to assist the Hudson Bay railway scheme to the extent of \$80,000 a year for twenty years. This, with additional aid from the Province of Manitoba, will enable the promoters to construct a large part of the road at an early day. There are serious doubts of the feasibility of maintaining ocean intercourse between Great Britain and Hudson Bay with any regularity, but that the portion of the proposed road to the Saskatchewan will be a benefit to the country it is pretty safe to predict. It will open the agricultural and mineral resources of that section, and it is by no means certain that the Bay may not prove sufficiently free from ice to allow of a paying amount of traffic between Europe and the Canadian western territories to be carried on. At any rate, "nothing venture, nothing have," and it is better to run some risk for the sake of many advantages than to let everything go on just the same for years and years.

Another instance of the folly and wickedness of the careless handling or discharging of fire arms occurred near Charlottetown, P. E. Island, on Dominion Day. Two boys, named George Henderson and Rufus Whittle, aged respectively about fifteen and sixteen years, were shooting along the main road about five miles from Southport. They selected a post as a target and commenced firing. A little seven year old girl, daughter of Mr. Samuel Gay, of Southport, was in a field about 150 yards distant, shielded from observation by a hillock. One of the shots glanced aside from a rock and wounded her fatally. She crawled to the side of the road about twenty feet distant, where she was found in a dying condition, and shortly afterwards expired. The boys knew nothing of the result of their shooting until arrested late in the day. This should be a warning to those who carelessly discharge fire arms. It is impossible to tell where shots from long range rifles and pistols may go to, so the greatest care should be exercised in choosing a place for practice.

The Newfoundland difficulty seems to be very far from settlement yet. Sir William Whiteway, the Newfoundland Premier, and Hon. A. W. Harvey, the most influential member of the Cabinet, have gone to England to try and effect a speedy understanding of the matter by the British Government. There is much talk of appealing to the United States if Britain does not champion the cause of her colonists against French aggression. It is remarkable that as yet no blood has been shed over the disputed rights, and if, as stated, the Newfoundlanders are unable to make a living owing to the French, they deserve credit for patience, and for first going to headquarters for remedy. If the expected aid does not come it will not be surprising if they should take up arms. The Paris *L'Economiste Francais* says — "Seeing that the loss of our right with respect to lobsters and bait in Newfoundland is only a question of time, it would be wise to accept compensation for it in the shape either of a pecuniary indemnity or of colonial concessions in some other part of the world. The concessions we might ask for are, primarily, a renunciation in our favor of certain commercial privileges which England now enjoys under an old treaty with Tunis; and, secondarily, for this is a matter of minor importance, a rectification of frontier in Western Africa, towards Gambia for example, where English and French possessions are in close proximity to each other." If the French are willing for a consideration to abandon what they consider their rights in Newfoundland, it would be well for the British Government to decide quickly what that consideration shall be, and so accomplish a peaceable settlement of the trouble.