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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.

Italy is determined to keep her prestige for the largest iron clads. The *Re Umberto*, just launched at Castellamare, is of 14,000 tons displacement, 2,000 tons more than that of the *Trifulgur* and the *Nile*, and 3,400 more than the *Benbow*. Her horse-power is 19,500, and it is expected that, in spite of her enormous size, her engines will give her a speed of 18 knots.

The *Chronicle* had a paragraph last week pointing out the nuisances that are not permitted in Paris, Berlin, Philadelphia, and other cities, and remarks in conclusion, "in Halifax you can hardly hear yourself speak on account of some of these noises." The very worst in this city is the trotting of empty trucks and coal carts, and it is one of the disgraces of our City Council that they are afraid to put a stop to it.

A French Staff Officer writes to the *Avenir Militaire* a severe criticism on the recent Italian review before the German Emperor. Slowness of formation, noise and anger on the part of officers of every rank, bad alignments, unsteadiness of the men, officers badly mounted and riding poorly, pace too rapid for the men, cavalry badly mounted and horses not well trained, and artillery badly horsed, are among his strictures, and it seems that an enormous effort was required from the Italian Staff to bring before the Emperor three fourths of an army corps.

It is an extraordinary instance of indiscretion that Lord Sackville, the British Minister at Washington, should have fallen into the despicable trap laid for him by the Republican party, and have replied to a letter, asking his advice as to voting on the Presidential election. No doubt, Lord Sackville's action was that of a frank and unsuspecting gentleman who had no idea that the confidence solicited could be violated, but the utter meanness and falsehood of the violator is no excuse. Of all embassies that to Washington should be filled by a shrewd and astute diplomatist, whose first principle should be absolute neutrality to United States politics. Lord Sackville has furnished the party most inimical to Great Britain with a peculiarly welcome cry, and Lord Salisbury will be as wanting in determination as his subordinate, if he does not at once recall him.

The steady and rapid rise of Mr. Balfour from a position of obscurity to a foremost place in parliament, has of course set afloat a good deal of speculation concerning him. Among other things, it has been supposed that, if not agnostic, he was somewhat indifferent to moral and religious questions. He has, however, recently published an article on the "Religion of Humanity," in which he not only stigmatizes that vague sort of creed as "condemned to failure as an effective stimulus to high endeavor," but does so in a remarkably lucid and polished literary style.

The *Montreal Witness* deprecates the demand for a faster transatlantic line of steamers, and somewhat begs its question by saying "the operating expenses of an 18 or 20 knot ship are not very far from being as much again as that of a 14 or 15 knot vessel." We very much doubt if an Allan Liner ever yet accomplished 18 knots under any circumstances. We believe their average to be far below 15 knots, or 360 in the 24 hours; we do not, in fact, believe it to be 12 knots, and we should like to be informed whether they have a single vessel with triple-expansion engines?

We are glad to note the increasing determination of University and College authorities to suppress the ebullitions of rowdiness which so frequently disgrace our educational institutions. Trinity Medical School at Toronto has recently expelled two students for disgraceful conduct at a public meeting in connection with the opening of the College, and President Adams, of Cornell University, in his annual address, warned the students found guilty of intoxication, gambling, immorality, or any interference with the personal liberty of any student, that they would be removed from the University, in fact, expelled.

At the recent church conference at Manchester, the Rev. H. R. Howeis read a very able and outspoken paper in favor of cremation. The Bishop of Nottingham demurred, asking "what Christian man or woman could dare to take the responsibility of destroying at once what must indeed be destroyed for a time," etc., etc., as if it could possibly matter in what manner what is doomed to disintegration is "destroyed." There is a good deal more twaddle for which we have no space, but we cannot resist the conviction, that clergymen who show no comprehension of logic and the advance of the age, are answerable for any loss the churches may experience of their hold on cultivated minds.

In pursuance of the intention intimated in a recent issue, we now publish the authentic account, from "James' Naval History," of the affair with the American Privateer General Armstrong in Fayal Roads. It will be seen how different is the calm, historical version from the spread-eagle one which has been going the rounds. It may here be remarked that James' work is one of inestimable value, and that without it the American accounts, always garbled, of the actions of the 1812-14 war, would probably have passed into history but little questioned. The suggestion of the *St. John Gazette*, that the portion of the last volume which relates to that war should be reprinted as a separate work, is an excellent one. It ought to be a Canadian school book.

The following is reported as the utterance of the Hon. G. W. Ross, Minister of Education of Ontario, in a recent political speech.—"There were three questions to which the Liberals should direct their attention—the cultivation of a political conscience, the encouragement of the spirit of Canadian nationality, and the development of our material resources. He dwelt particularly on the need of a strong, hopeful national spirit. Canadians, he said, were pessimists beyond all the nations of the world; there was not one Canadian in five thousand who fully appreciated the great resources of his country." The advice is pertinent and timely. No doubt there are plenty of Liberals who have a political conscience, and many who have the spirit of Canadian nationality, but there is quite enough of the contrary feelings apparent in sections of the Liberal Press to give point to the dictum of Mr. Ross, who, as a Liberal himself, ought to know.

THE ALTERNATIVES.

The next point taken up by the *Globe* in analyzing the annexationist letter of its correspondent "Algoma," is the bugbear of the "ambassadorial and consular services." This, and the naval and military forces they suppose to be necessary, are put forth as matters of alarming expense by those who are determined to see nothing but Imperial Federation or Annexation. With regard to the former, the *Globe* points out that the Diplomatic servants of the United States receive altogether \$354,000 a year. "The consuls are paid mostly by fees, those who receive salaries generally collect more than enough fees to pay them, and the service actually appears to pay the United States instead of being a burden on the Treasury. To allege that the cost