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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.

The Toronto *Globe* is writing a vast deal of nonsense about "Reciprocity," "Restrictionists," &c. How does the *Globe*, or any other "unrestricted reciprocity" paper, propose to get over the American determination to have nothing to do with "reciprocity" unless in a shape which will lead directly to Annexation?

The 66th P. L. F. Battalion will regret the loss of their able and genial commander, Lt.-Col. Macdonald, who, we understand, is about to resign. Major Humphrey, however, who will succeed to the Lt.-Colonelcy, is as popular as the present commander, and will, doubtless, make an equally efficient chief. Apropos of Militia officers, Captain Jolly, commanding the Yarmouth Battery, ought to be mentioned as one of the most efficient and energetic officers the excellent Militia of our Province can boast of. Capt. Jolly has, we are informed on the best authority, built a Drill Shed for his Battery at his own expense, paying ground rent for the land on which it is erected. It is not every corps-commander who could stand such an expense on behalf of the service to which he does honor, but such a man is emphatically the right sort of officer.

The recent decision in the United States Courts in relation to the *Sugar Trusts* is of great importance. A heavy protective duty was imposed on imported sugars, in order to encourage home refining, and when complaint was made of the increased price of that necessary article, the public was appeased by the prospect that the number of refineries would soon bring it down. This, however, by no means suited the refiners, who combined to limit the production by shutting up a number of refineries (turning their workmen out of employment) while the stockholders were remunerated by a revenue from the Trust, which thus forced prices up, and was at the same time enabled to buy at lower rates. This is a striking example of the tendency of Trusts, and is a standing menace to the public, a position which is now distinctly and authoritatively affirmed by the decision that such combinations are an abuse justifying the annulment of the charter of any company entering into them. No mediæval tyranny could be worse than that with which the public is threatened by these villainous conspiracies of capital and greed, and the public will rejoice at the distinct pronouncement to the United States Courts. It is to be hoped, and ought to be confidently expected, that similar legislation will ensue in Canada.

The *Dalhousie Gazette* for January, amongst much interesting matter, states that at Cambridge, Eng., a debate was held by the undergraduates as to "who wrote Shakespeare's plays?" "Many students," it is said, "would not vote, but of 231 who did, 101 voted for Bacon, and 130 for Shakespeare." The vote of 101, one would think, was as much a joke as a recent paragraph affirming that the name of the author of "She" is pronounced Reeder Haggard, with the accent on the last syllable of Haggard. Englishmen have not yet come down to the snobbish affectation of accounting the last syllable of names, as the Americans do in "Parnoll" and other such cognomens.

The late meeting of the Halifax Chamber of Commerce was a memorable one, as the members, for the first time in some years, eschewed politics, and united in their demands that justice should be done Halifax. It seems a pity that decided action had not been taken at the previous meeting some five months ago, and we trust that in this instance the delay may not have proved fatal. Having met and passed vigorous resolutions, the Chamber must now keep on agitating until all the matters brought before the meeting have been favorably acted upon by the Government and the Canada Pacific authorities. Boards of Trade, Chambers of Commerce, or assemblies of business men with the object of advancing the trade and commerce of the country, by whatever name called, are, if properly conducted, powers in the land. At the Board of Trade dinner in Toronto, Lord Stanley, in reply to the toast of his health, made a brilliant speech, and testified as follows to the necessity of such organizations:—"This Board of Trade" (the Toronto Board) "I believe is almost unexampled in the number of its active members, and, if imitation is the sincerest form of flattery, its example has been followed by the creation of similar Boards in other parts of the country. (Hear, hear.) Well, we know what services can be rendered and have been rendered by such associations, for they have existed, although under another name, for some time in the Mother Country. I may speak from personal knowledge when I tell you that, as a late President of the official Board of Trade in England, I can testify to the advantage which has accrued to those who were in the public service from free communication, and the ready information which was afforded by such bodies. (Cheers.) In the collection of statistics, in the giving of information to members of their own body or to the public, these departments have performed not the least important duty in these days; and I have found them, I may say, *subrosa*, also putting pressure upon ministers." Our Chamber of Commerce has now settled down to business, and the beneficial results to Halifax of its united action will soon be apparent.

Mr. Kenny, M.P., has proved himself an able and fearless representative of this metropolitan County of Halifax at Ottawa. His large business experience, combined with oratorical gifts of a high order, eminently fit him for the position, and the firm stand he has taken on the "Short Line" question at the late meeting of the Chamber of Commerce proved the sterling stuff he is made of. The failure of the Canadian Pacific Company to even survey a line from Harvey to Salisbury or Moncton *via* Fredericton, and their evident intention not to carry out their contract to build this section of the road, was rightly characterized by Mr. Kenny as "a gross breach of faith, and a flagrant act of injustice to the Maritime Provinces. The first time this great company (the Canadian Pacific) breaks its promises, is the first time it has had a cent to spend in the Maritime Provinces." Mr. Kenny's speech had the true ring to it, and has found an answering echo in the hearts of all interested in the welfare of the Maritime Provinces, and of Halifax in particular. Mr. Kenny's sarcastic allusion to the promises made by Sir George Stephen and Mr. VanHorne, when in Halifax a few years ago, have drawn from Mr. VanHorne a denial of some of the statements which, reading between the lines, is a virtual confession as far as he is concerned, that that gentleman has no intention of completing the Short Line to Salisbury. Mr. VanHorne's denial that the Canadian Pacific had any interest in a fast Atlantic service, when he was present and heard Sir George Stephen pledge himself to have the Hong Kong express running through to Montreal in 15 hours from Halifax by the close of 1887, is refreshing by its very audacity. A fast Atlantic service to Halifax, as every one knows, Mr. VanHorne especially, is an improbability unless the Short Line is completed to Salisbury or Moncton. The *Herald*, in a very temperate article, points out that Mr. VanHorne's statements, save in one unimportant particular, lack the essential element, and altogether, Mr. Kenny seems to have forced Mr. VanHorne into a position from which he will have great difficulty in extricating himself. The fact, however, remains, that the gap in the Short Line between Harvey and Salisbury cannot now be constructed by July 1889, the time contracted for, and in this unfortunate state of affairs we must look to Mr. Kenny to carry out his pledge. "He would do all in his power to insist, as an act of justice to the Maritime Provinces, that the contract be carried out in its entirety, as it was intended when made."