

# THE CRITIC:

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## 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.

Our Society makes in its last issue a complimentary reference to THE CRITIC, which we fully appreciate. THE CRITIC aims to fill an important field in our provincial journalism, and that it is filling that field to the satisfaction of its subscribers, its proprietors feel satisfied. The Industrial, Mining, and Commercial interests of Nova Scotia offer ample scope for a good weekly, and among brainy people this paper will always find a constituency. Our Society has an almost exclusive field of labor, and if it exists for any good, it cannot fail to become a recognized authority in its own field of useful journalistic work.

We cannot help commenting on the attitude of certain Liberal papers, which pretend to think the Governor-General would be justified in refusing to dissolve the House. If the Governor-General refused in a case of this sort to act on the advice of his Ministers, we should expect all true Liberals to be the very first to enter a protest. It is of the very essence of true Liberalism that the head of the Executive should be expected to act upon the advice of Ministers who are ready to appeal to the people. When a Ministry is afraid to face the people, then Liberalism might find some excuse for a Governor-General who should disregard the advice of that Ministry. But to refuse to let a Ministry go back to the people for instructions as to the people's will—that would be a slap in the face to the avowed principles of Liberalism.

Amid all the unpleasantness respecting the Boring Sea seal fisheries, and the disregard so frequently shown of our Atlantic fishery rights by our neighbors, it is inspiring to hear that the Commissioners of Fisheries for the State of New York have arranged a plan to place in the waters of Lake Ontario next spring 13,000,000 white fish, 4,000,000 ciscos, and from 8,000,000 to 10,000,000 wall-eyed pike. Owing to the carelessness of the fishery authorities of New York State, the white fish industry of Lake Ontario has fallen far below what it ought to be; and owing to this apathy on their part it has been found very difficult to enforce the Canadian laws protecting the fish at spawning time, and regulations regarding the mesh of nets. The Fisheries Department at Ottawa regard this move on the part of New York in a friendly spirit, and it is probable that if proper representations were made by the State Commissioners to the Canadian Government Canada would heartily co-operate in a joint scheme of protection. It would certainly be to the advantage of both parties to do so.

The rumors of the past few weeks as to the dissolution of the House of Commons materialized on Tuesday, when it was announced that Parliament had been dissolved. Very little time for preparation for the contest is given. Nomination takes place on Thursday, 26th inst., and election on March 5th. The Government announces as its reasons for appealing to the country at the present time as follows:—A formal offer has been made to the United States to renew Reciprocity of 1854, and to reconsider the Treaty of 1888 with respect to the Atlantic Fisheries, with the aim of securing the free admission into the United States markets of Canadian fishery products in return for facilities to be granted to the United States fishermen to buy bait and supplies, and to tranship cargoes in Canada. All such privileges to be mutual. Besides these the protection of mackerel and other fisheries on the Atlantic Ocean and inland waters, relation of sea-board coasting laws of the two countries, relation of the coasting laws of the two countries on the inland waters dividing Canada from the United States, mutual salvage and saving of wrecked vessels, and arrangements for settling the boundary between Canada and Alaska, are to be considered in the proposed Treaty.

Those who favor church union, unless they have the faith that will move mountains, will be rather inclined to give up the attempt when they read the figures given by the recent census in the United States regarding the number of religious bodies. That there are one hundred and forty religious bodies, exclusive of many independent congregations, in the United States, will be matter for surprise to those whose knowledge of different sects does not embrace more than a dozen or twenty at most. In the list are the General six principle Baptists, the Schwerkfeldians, the Theosophists, the Life and Advent Union, and others, which to a majority of people are entirely new. The task of the unionists, in view of this array of creeds, formally adopted and otherwise, is tremendous. If only the older and better known denominations were to be dealt with, there might be some hope, but these hundred and odd sects will not be easily fused into one. The difference in the beliefs of members of the same congregation is often startling, and most people have, after all, to chip off a corner here and there in order to make themselves fit into the places they occupy in the church with which they connect themselves. Even so, we sometimes find the round man in the square hole, or the square man in the round hole. Every man claims the right to manage his own religious belief, and while this is the case there will necessarily be a large number of sects, some one of which will approximate more nearly than the others to what some particular individual requires for his spiritual good. A united church is a grand dream—a dream that will not likely be realized within a measurable time.

Since both London and Chicago have evinced a desire to outdo Paris in the matter of her Eiffel tower, there has been no lack of designs submitted to this end. Most of these designs have been mere imitations of Monsieur Eiffel's structure. There is one notable exception, however. A Spanish architect submits a design which is daring in its originality. He proposes to erect an iron pedestal towering far above the loftiest building in Chicago, and thereon to build an iron globe a thousand feet in diameter, with a spiral railway winding about it, inside and out, from pole to pole, the railway to be in all some four miles in length. On the globe is to be painted in glowing colors a map of the world, the outlines of which would be illuminated at night by electricity. The conception is grandiose, and eminently appropriate to a World's Fair. This great iron globe scheme is calculated to arouse one's fears, when we think of what might be the result of a rushing mighty wind, such as is not unknown in the Western States, coming along with an "everybody play ball" expression, and laying out its energies upon that monument. If once blown off its pedestal and sent rolling through Chicago, no little damage would be done. The prospective fair is drawing ideas by the hundred from persons desirous of acquiring fame. The latest comes from France, where they think that unless the World's Fair possesses some unique feature such as the Eiffel Tower at Paris that it will fall short of success. The suggestion is a novelty indeed. The scheme, in brief, consists simply in dropping a projectile-shaped car from a tower 1000 feet in height into a basin of water. The car is to be arranged so that the air will not be compressed or any concussion felt when it strikes the water, and the object of the scheme is to enable people to experience a whole new set of emotions. The car, as illustrated, has every seat occupied, but even in the event of the idea being carried out we fear the number of passengers for a fall of 1000 feet to be accomplished in a few seconds would be small. The car is to be built of steel, forty feet in length, and weighing about eleven tons. The basin to receive it is to be 200 feet deep. When it makes its first trip, or whatever its motion is called, may we be there to see.