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EDITORIAL NOTES.

The open street cars have been brought out. Residents of the West End will be glad to know that the Street Railway Co. propose furnishing the branch line with open cars this summer.

Sir Frederick Leighton, President of the Royal Academy in London, has undertaken to complete the beautiful monument to the Duke of Wellington, which has been hidden for many years in a small dark chapel at St. Paul's. This monument, one of the most imposing in the world, he wishes to remove to one of the central arches of Wren's vast cathedral, and to crown it with the equestrian statue which was originally designed for that purpose. As the amount of money required is only £1,000 there will be little difficulty in collecting it in the metropolis where Wellington was so highly honored during his life-time.

The Administration of the United States has acted for the best in the unfortunate trouble with Italy. Not long ago three Italians were lynched in New Orleans, and the Italian Government has demanded some reparation to the families of the murdered men. The sum of \$25,000 has now been set aside for their support. It is a notable fact that no debate was held on the matter in Congress, else it is doubtful whether so just a decision would have been made. It is not long since both branches of the Congress disgraced themselves by haggling over a like reparation to China for the score or more of Celestials massacred at Wyoming. In the case of Italy the money was taken quietly from a sum put by for diplomatic purposes.

The navigation of the River St. Lawrence is interesting all Canada at present. The great river is the natural thoroughfare of Canada, and carries the waters of the great lakes to the sea, and yet it is the lack of water in the river channel which is demanding attention. A costly experiment was made some nine years ago in deepening the channel known as The Gallops, but the result was disastrous, for the water level of the Upper St. Lawrence was at once lowered two feet. There are great natural obstacles to overcome in interfering with the channels of a river, for results cannot be predicted with certainty, as the most skillful engineers attest. We cannot afford to trifle with the mighty river which chains one-quarter of the Continent.

The servant problem is of course much to the front in these days of May-movings and domestic overturning, and many ladies regret that there

is no school of housework in the Province, which they may call upon in their time of need. Sixteen years ago Mrs. Isabel Fyle Mayo founded a society of "Sisters of Help" at Bath, England. In this society, as in a Misses' Guild, the members are called out as needed, but only temporary help is given. She now suggests that similar guilds be established, younger girls educated and trained for domestic service. Although this scheme may not be altogether practicable in Nova Scotia it may serve to call out suggestions from some of our over-worked heads of families, which may be to the general advantage.

Mr. Michael Davitt has for many years been an opponent to the British Government's scheme of sending emigrants to our North-West. A recent visit to Manitoba, where he had the opportunity of studying the natural resources of the country, has, however, quite altered the worthy gentleman's views, and he now calls through the pages of "The Nineteenth Century" for 200,000 laborers, farmers preferred, to take up land in the West. He presents a shrewd argument, which will doubtless appeal to the evicted families whose goods have been sold for rent. Under the Canadian Government a man is protected from his creditors, so that food, clothing, and bedding cannot be seized for debt. Also tools, machines and stock are protected, unless the debt has been incurred in the purchase. We will extend a cordial welcome to all industrious men and women who cross the broad Atlantic in search of a new home.

The American press seems to have united in an effort to obtain good roads throughout the country. The movement is due not a little to the energy of the bicyclers who realize the difficulty of travelling over the rural highways, and who have both the welfare of the nation and of their pet hobby at heart. In Nova Scotia we are sadly in want of good roads; but a few miles beyond the city limits there are dangerous impediments to traffic, while the condition of our city streets, especially of Water and Lockman, is far from satisfactory. Enough money is expended on our country roads to make them passable, but the scratch work of tax jobbers is far from being effective, and a thorough reform in such matters is hoped for. The subject should interest all who have the welfare of the Province at heart. Can we expect the full advantage of our excellent free-school system when attendance in the country districts is rendered impossible for many weeks in the year because of bad roads. Is there any inducement to our young men to remain on the home farms, in the fact that hay, vegetables, and all sorts of produce must be marketed when the roads are passable? It is true that prices may rise before the goods are resold, but the profit goes to the middleman. Is not the farmers' sale a forced one? Forced by the imperfect legislation which neglects to provide proper highways. The Legislature should look well into the matter.

The Easter Monday manoeuvres, the great field day of English volunteers, passed off this year with almost a greater allowance of glory than usual. During the recent commission of inquiry into the state of the British army, and more particularly the condition of troops in England, the most distinguished of the authorities on the subject gave the palm for efficiency to the volunteers; no light praise when the standing of various smart cavalry regiments is considered, which yet are placed in a secondary position to various volunteer corps. The work done in the Easter Monday manoeuvres by the latter is no trifling test of their efficiency. Early every Good Friday morning the streets leading to Victoria and Waterloo Stations are thronged with people eager to see the volunteers go by, men and horses hurrying through the gray London dawn to get on board the trains which are waiting to carry them clear of London to the open country, where their two days' march on either Portsmouth or Brighton begins. Once well out of London they de-train and march through villages, fields and small towns where all the population turn out to gaze as they pass. No thought is taken for their accommodation *en route*; they sleep in barns or in the open impartially, and have to cook their own rations as best they may. Arrived at their destination an ordinary Easter Monday's work is to make a forced march of some fourteen miles on a given point, spend the day in never-ending skirmishes and sham-fights, march in the evening to the nearest point of railway, always a long distance, and so back late at night to London. Some of the regiments among the thirty thousand men who leave London every Good Friday are principally composed of gentlemen, who stand their tough work and physical fatigue better than those corps which are recruited from a lower class. Curiously enough, the Jewish element among them, which is very strong especially in the Duke of Cambridge's Own Hussars, whose officers are such men as the Sassoons, is the only element which takes the luxuries of ordinary life into soldiering. Rich Jews take two horses and usually a servant, and reduce their work to a minimum.