

# THE CRITIC.

The Welfare of the People is the Highest Law.

10 PER ANNUM.  
SINGLE COPY 3 CTS.

HALIFAX, N. S., JULY 9, 1886.

{ VOL. 3.  
No. 28 }

## CONTENTS OF CURRENT NUMBER.

EDITORIAL.	
Our Exhibition Number .....	1, 2
Polities and Personalities .....	3
True Liberalism .....	4
Enallage—A Valuable Follower .....	5
Now and Then .....	6
Notes .....	7
CONTRIBUTED.	
Poetry—Duty .....	8
Our Boston Letter .....	9
“ Vivien ” .....	10
Our London Letter .....	11
Soliloquies .....	12
MISCELLANEOUS.	
Fit-Bits .....	13
News of the Week .....	14
Religious .....	15
Market Quotations .....	16
Colonial and Indian Exhibition .....	17
Extracts from Press Notices of THE CRITIC & Exhibition Number .....	18
Legal Department .....	19
Commercial .....	20
Serial .....	21
The Maritime Patron .....	22
Mining .....	23

A story is told of Lord Charles Beresford when in South Africa, which is characteristic of that gallant officer. Lord Beresford was riding back from the skirmishing line which was slowly falling back on the main body of the troops, when he observed a wounded trooper making his way on foot as best he could. Lord Beresford ordered the man to mount behind him, and upon the trooper demurring, he drew his sword and told him that he would give him two seconds to decide whether he would get up or go down.

Our fruit growers have suffered many disappointments and losses, owing to the apparently incurable nature of black knot, and therefore any practical suggestion with respect to its prevention is deserving of consideration. Mr. Ellis, of Belcher street, Cornwallis, affirms that black knot may be permanently removed if, after the fungus is cut out, the place be washed for several days with herring pickle. He has in his orchard on the old Belcher farm, several trees now in a healthy condition, which before being treated in the manner spoken of, were covered with black knot.

“Anglo Saxondom,” is the title of a new work from the pen of Rev. Josiah Strong, in which the writer urges young Americans dwelling in the Eastern States to emigrate westward, and take up the land beyond the Mississippi before it is possessed by foreigners. The Anglo-Saxon race, says the author, is now the dominant race in the new world, but its continued domination is threatened by perils of all kinds. Let the young men of the Republic remember that the great west will yet rule the nation and that if it be in the hands of aliens, sound governmental institutions will suffer. “Anglo-Saxondom” is worthy a careful perusal.

An interesting but novel exhibition is now being held in Liverpool, G. B., in which are displayed the various contrivances used by man for land travelling, from the old “hobby horse” and the “bone-shaker,” up to the modern steam engine and railway carriage of to-day. The model of the mail coach of 1754, started by the Manchester merchants, attracts much attention, respecting this it was advertized that “incredible as it may appear, this coach will actually (barring accidents), arrive in London in four days and a half after leaving Manchester.” Twenty-six miles per day is a rate of travelling which would scarce now be considered incredible even in Newfoundland.

How much we Halifaxians owe to our noble fire brigade; the volunteer members of which are ever on the *qui vive* to perform, at the risk of life and limb, the work they have undertaken. On the tenth of August next, these brave boys purpose holding a grand tournament, at which will be congregated twelve hundred of their brother firemen from all parts of Canada and the United States. Now is the time for our citizens to remember the unremunerated services of the various branches of our fire department, \$4,500 is required to supplement the amount already subscribed, and we trust that this sum will be forthcoming at once and that our boys will not have the pleasure of the tournament marred by the pall of a prospective deficit.

The frozen rivers of the Arctic regions form one of the most interesting features in these strange climes. The great glacier of Alaska is moving at the rate of a quarter of a mile per annum. The front presents a wall of ice 500 feet in thickness, its breadth varies from three to ten miles, and its length is about 150 miles. Almost every quarter of an hour hundreds of tons of ice in large blocks fall into the sea, which they agitate in the most violent manner. The ice is extremely pure and dazzling to the eye; it has tints of the lightest blue as well as of the deepest indigo. The top is very rough and broken, forming small hills, and even chains of mountains in miniature.

The young Vanderbilts have inherited all the money-making capabilities of their father and grandfather but, unlike their predecessors, they recognize that money has its legitimate uses, and that by its undue accumulation in the hands of a few, society suffers great hardships. The young Vanderbilts, who are virtually the owners of the New York Central Railway, are now erecting for the use of the employees of the road a fine library and gymnasium, to which the men can resort in their hours of leisure. Such an application of wealth will do more towards breaking down the barrier between the capitalist and the laborer than all the lampoons of pamphleters and essayists. It is a practical sermon, which the people will understand, appreciate, and remember.

## OUR EXHIBITION NUMBER.

It affords us much pleasure with this issue of THE CRITIC to present our readers with a copy of our special Exhibition number, of which two editions of twenty-five thousand copies each, have already been struck off. We conceived in the outset that the distribution of a publication bearing upon the present condition and resources of Nova Scotia, New Brunswick, and the Eastern Provinces, would be of immense advantage to the country which we are proud to call our own; and although

## THE CRITIC,

Published every Friday, at 161 Hollis Street, Halifax, Nova Scotia,

BY

CRITIC PUBLISHING COMPANY.

Edited by C. F. FRASER.

Subscription \$1.50 per annum in advance. Single copies 3 cents.

SAMPLE COPIES SENT FREE.

Remittances should be made to C. F. FRASER, MANAGER.

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 his journal. Our readers are capable of forming or disapproving of any part of an article or contents of the paper; and after giving due care as to what is to appear in our columns, we shall leave the rest to their intelligent judgement.

## EDITORIAL NOTES.

If we could but secure reciprocal trade relations with the British West Indies, we might again hope for the return of good times. The islands now usually export products to the value of \$50,000,000, and import, fish, sugar, manufactured goods, etc., to nearly an equal value. With a reciprocity treaty we could secure at least one half of this promising trade.

In an article upon the construction of houses in Montreal, the *Witness* points out the architectural defects and the personal inconveniences arising from having the front door of aristocratic establishments placed in the side of the house, far above the pavement, and approachable only by a long flight of steps. House architecture among the Aztecs was somewhat the same, and the present Montreal fashion is probably only an instance of how folly repeats itself.

Egypt had its seven years of plenty followed by seven years of famine, and poor little Corea, the dual-governed kingdom of the east, has had her seven years of famine without a corresponding preceding period of plenty. During the past year five hundred persons have died of starvation in Corea, and this too at a time when the granaries of North America were filled to overflowing with the surplus food supply of the continent. The brotherhood of mankind is like to the society of Halifax,—it has many artificial divisions, which are preserved in order to further the interests of certain sections, rings, and cliques, without regard to the well-being or happiness of the masses.

Like strawberry stains, the color line in the United States is not easily removed. In the professional, mercantile and political arena, our brother-in-law stands upon the same level as his white-faced contemporary, but the color line becomes visible when application is made for first-class hotel accommodation or rail and steam carriage. An interesting case is now before the New York courts, in which a well educated and talented colored man of Georgia is the plaintiff. He claims \$20,000 damages for having been refused a state-room upon the palace steamer playing between New York and Albany, after he had purchased a ticket which entitled him to occupy the same. The case is creating much interest, but even should the lawyer succeed in winning his cause it will do little towards removing the apparently present antipathy of the white to recognize the social position of the blacks as equal to his own, and it is probable that many generations will come and go before the people learn to look upon black as white.