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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 to appear in our columns, we shall leave the rest to their intelligent judgment.

EDITORIAL NOTES.

Some years ago Douglas Jerrold wrote "The Handbook of Swindling," showing the prevalence in the human heart of a tendency to this refined and delicate method of compelling the world to pay its debt of a living to every man, and setting forth the manifold advantages of excelling in the art. What a pity some of the gentlemen at Ottawa who had the misfortune to be found out could not have the advantage of reading this satire, many of them would appreciate its points, even if they do not stand in need of them.

In a letter by Mr. A. Fultz, referred to elsewhere, a Newport farmer claims that the reason that the boys and girls are leaving the farms is that in the United States their labor is paid for in cash; and the good old patriot wants to know why their labor cannot find a market in our own cities and towns. Mr. Fultz quotes this approvingly, but it never seems to have occurred to him that if these boys and girls were employed in Canadian cities and towns the farms would be deserted to the same extent that they now are. The Newport farmer strikes a nail on the head when he says "our boys and girls want dollars for their labor." This is true, but how many farmers ever think of paying for the labor of their own boys and girls. Perhaps when they do, and when our boys and girls are in a position to bank their earnings, they will be better satisfied to remain at home, and will be saved from the lives of toil and the early graves which too frequently fall to the lot of Nova Scotia's young exodients. Reformation in the instruction of our public schools, and reformation among the farmers who do not pay for the labor of their families, would soon fill our agricultural counties with a strong, thrifty population.

The destruction of the bridge at the Narrows was hailed as a Providence by the dwellers in our sister city, and a great desire to have Dartmouth connected with the railway system of the continent by a line to Windsor Junction has been expressed. We are strongly in favor of this plan, and hope that the petition of the Dartmouth people against the rebuilding of the bridge may succeed in preventing the work being pushed on. There are many cogent reasons why the bridge should not be rebuilt, chief of which is that it is not safe. Further than this, it severely handicaps our sister city to be made merely a siding, when she ought, rightly, to have a line of her own to Windsor Junction, passing through Waverley, which would be greatly benefitted thereby, and connecting with the W. & A. R. as well as the I. C. R. This line would be five miles shorter than the line

between Halifax and the Junction and would be easy of construction. A train leaving Dartmouth some minutes later than the earliest leaving this side would reach the Junction in time to make connections. As things were previous to the destruction of the bridge, connection was only made with the I. C. R., and then the passengers had to be up betimes in the morning because the Dartmouth train had to connect at North Street Station. A passenger for the West had to cross in the ferry in the 6.30 or 6.45 boat and then drive to the depot, and many for the Intercolonial preferred to do this rather than cross on the bridge. Now is the time for Dartmouth to agitate in this matter until it gets what it wants. The freight traffic warrants the outlay that would be required, and there is little doubt that the passenger traffic would grow under improved conditions.

In another column will be found a communication from Mr. A. Fultz, in which some criticisms are offered upon one of our notes upon the census returns. Mr. Fultz does not quite agree with us that it seems somewhat paradoxical for the Counties of Annapolis, Kings and Hants to be enjoying an era of agricultural prosperity, and at the same time to show a decrease in population; and yet this is apparently a fact, and to our minds is a proof that prosperity will not induce our young men and women to stay on the farms. Mr. Fultz draws a pitiable picture of the state of affairs in the County of Hants, but he offers no suggestion as to the remedy to be applied. Commenting upon our quotation from the *St. John Gazette* that the condition of New Brunswick is no worse than that of the States of Maine and Vermont, Mr. Fultz points out that while the United States retains the people who have deserted the farms, Nova Scotia and the Dominion lose forever those who leave us to go to the United States. Let us admit his statement for the sake of argument. Does it not show that there is a strong tendency among young people residing in rural districts to seek excitement and busy activity of city and town life; and does Mr. Fultz deny that the system of public education established alike in Nova Scotia, Maine and Vermont, has a tendency to foster in the minds of our youth a love for commercial and industrial pursuits as opposed to that of agriculture. To our mind this is one of the chief disadvantages of our public school system, and to it in a very large measure must be attributed the distaste for country life which the Nova Scotians, Mainecacs and Vermonters have in common.

Of all the record-breaking of recent years, the feat of carrying the mails from Japan to London in twenty-one days, to use a Yankee expression, "licks creation." That this was done mainly by means of the Canadian Pacific Railway and its line of subsidized steamers, appears to impress the people of the United States, as well as of Britain, with the idea that Canadians are not so very slow, and that something has been accomplished in the way of transportation facilities across the northern part of the Continent and over the Pacific Ocean to the Orient. The run across the Pacific, from Yokohama to Victoria, B. C., was made by the Canadian Pacific Steamship *Empress of Japan* in 9 days, 9 hours. At one p.m., on the 29th ult., the mails were put on board a Canadian Pacific train at Vancouver, from whence they were driven across the Continent to Brockville at the rate of thirty-six miles an hour. At Brockville the mail bags, eighteen in all, were transferred to the care of the New York Central, and at ten minutes past five a.m. on the 2nd inst. they were safe on board the steamship *City of New York*, which had waited ten minutes to receive them. This ocean greyhound landed the mails at Queenstown at two p.m. on the 8th, after a voyage of five days, 22 hours, and 55 minutes. The mails reached London the following day, just 21 days from Japan. This remarkable performance is regarded by some as a *tour de force*, that will not be repeated regularly, and there is reason to question whether there is sufficient gain to anyone concerned to warrant the wear and tear upon men and machinery in carrying the mails regularly from the east at such a rate. Personally it makes little difference to most of us in this country, whether the mails from Japan take a week or a month to reach us or *vice versa*, but what we all take a natural pride in, is that it is through our native land that this epoch marking event has been accomplished. If only the whole line, from one end to the other, were Canadian, our gratification would be greater, and it is to be hoped that the interest awakened by this quick transit may result in stirring up business men to a sense of the situation. The advantage to Great Britain of an all British route to the East through Canada, taking only half the time necessary by the Suez Canal, is dawning upon the Post Office and Military authorities. With such as this, Britain would likely attach a higher value to the Dominion than she has ever before done, and the Canadian Atlantic fast mail service would no longer languish. Even as it is, our value to the Empire has risen in the estimation of those who know, and the *St. James' Gazette* has been inspired to remark that Canada is the most valuable highway to the East, and that Britain must keep her within the Empire at any cost.