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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 Monroe-doctrine Americans are now exercised at the preparations for making Esquimault an efficient Naval Yard. The C. P. R. alone is bad enough, but to utilize it to strengthen Esquimault is too—too much.

Mr. Harry Teas of the London Fruit Store, has opened a branch in Mr. U. Lenoir's building on Hollis street, which has been beautifully fitted up for the occasion. With a regard for the health of his patrons that is most commendable, Mr. Teas has selected a site between two of the leading drug establishments of the city. The bane and the antidote, the fruit, the ice cream and the drugs, are all at hand—together. Joking aside, the new premises are a great improvement to this part of Hollis street, and will doubtless be largely patronized. Only an undertaker's establishment is required to complete the "eternal fitness" of things.

The *Montreal Daily Witness*, commenting very happily on Mr. Labour's satire on the Donnelly lunacy, says very truly, "So completely are many men unable to weigh evidence that any such palpable bosh as this,"—the Bacon Shakespeare fad—"is sure to have an enormous number of believers. Hopeless of reaching such people otherwise, Mr. Labouchere has gravely given them a new dose to swallow," and concludes a sharp little editorial thus.—"We shall next hear that all Tennyson's poems are the work of Mr. Gladstone, and that the letters G. O. M. can be found in every possible corner, and in every possible order in those poems." Finit!

The *St. John Globe*, in a recent paragraph in which the name occurs of Lieut. Col. O'Brien, M. P., for Manitoba, puts the word "Colonel" in quotation marks. The quotation marks would be quite in place if Col. O'Brien was a Salvation Army "Colonel," but an officer of Militia has a perfect conventional right to use the title of his rank if he cares to do so, while the succeeding remark, "the Colonel is a Tory," leads to a somewhat avicious inference. Col. O'Brien is, we believe, Commanding Officer of the 35th (Simcoe) Battalion, and saw service in the N. W. in 1885. Lord Stanley, of Preston, was known for many years as Colonel Stanley, as was Colonel Sibthorpe, M. P. Both were Militia ranks only.

The Canadian Pacific seems to be behaving in a very ill-conditioned way with regard to Manitoba. The first difficulty, we take it, was largely due to the arbitrary dictation and rather mean threats of removing the workshops from Winnipeg. Now Mr. Van Horne is venting his displeasure at recent events by further threats that, if Manitoba does not purchase the Emerson Branch of the C. P. R., that company will not build the branch railways through the Province that are so much needed. All this is very bad. The Company has been guaranteed its interest on \$15,000,000 as the price of abandoning its monopoly, and still tries to bully. If Sir George Stephen and Mr. Van Horne go on in this way they will reap a rich harvest of unpopularity in the very near future.

It is singular that a freedom-loving nation can bring or allow itself to tolerate the professional informer system for the detection of what cannot be called crime, because it amounts at the utmost to no more than irregularity. Strange to say the Americans seem to be more given to this sort of thing than any modern people. An outrageous case of injustice has recently been perpetrated in this connection. A spy of the State Dairy Association sneaks into a Brooklyn boarding house, sits at table, and secures some of the butter in use. Upon analysis it is found to be oleomargarine. The landlady was unaware that it was not butter, but she was arrested and fined \$50. Surely infamy could scarcely go further. Mr. Anthony Comstock could scarcely beat this record. A good deal of this sort of abomination has found favor in Canada in the last few years. The public reprobation of informing scoundrels should be so marked that they would not enter on their despicable operations without fear and trembling.

The letter of "Deep Miner," published in our Mining columns, is worthy of serious attention, as the views which he formulates, if carried into practice, will certainly solve the question of deep mining which we touched upon editorially in our last issue. The question is of vital importance to the future of our gold mines, and the proposal to form a company in which all the mining men of the Province may interest themselves, is so happy, that we think it will be acted upon at once. A company so formed would be enabled to select a proper site to sink upon, and if the government is disposed to assist, it would be much less objectionable to grant privileges to a company so formed than to a private individual. We should like to see the subject thoroughly discussed, and for that purpose, our columns will always be open to our mining friends. "Deep Miner" is a thoroughly practical man, and his views on mining subjects always demand attention. We think that he has hit on the right plan to test the question of the continuance in depth of our gold deposits—as when the expense is divided up among so many the result—if the worst comes to the worst, and no gold should be found, would be a small loss to each member. If capital is to be raised, we think enough should be called for, to sink two or more shafts, as the first one might possibly prove unproductive, and it would be hardly fair to condemn deep mining on the failure of a single shaft.

CANADIAN RAILWAYS.

The rapid advance in Railway construction in Canada during the past ten years is truly astonishing. "Johnson's Graphic Statistics" give much data on the subject, and from it we glean that on the 30th June last, there were nearly 12,300 miles of completed Railway in the country. The freight carried in the year ended 30th June last amounted to 16,367,987 tons. The passengers carried, numbered 10,267,508. The receipts from passenger traffic were \$11,861,597, and from freight traffic \$24,581,047. The receipts per train mile were \$1 15½, the expenditure \$2 1-10 cents, and the percentage of gross receipts expended in working the railways was somewhat over 71 per cent. The passengers carried were equal to two and one-fifth persons per inhabitant and the freight to over three tons and a third for each man, woman and child in the country. The total earnings (nearly 36 millions) make up a sum about equal to the entire revenue of the country, including receipts from the Government railways and other public works. The total expenses were \$27,624,688.

It is interesting to note the advances which railways have made in Canada during the past ten years. The number of miles completed has exactly doubled. The total number of passengers carried has increased nearly 66 per cent. The number of tons of freight carried has increased 107 per cent. The receipts from passengers have increased 83 per cent., and those from freights over 87 per cent. The total receipts from all sources have increased nearly 90 per cent., and the expenses, instead of keeping pace with the receipts, only show an increase of not quite 72 per cent. The earnings of the Intercolonial Railway have increased in the ten years nearly 90 per cent.