

# THE CRITIC:

A Maritime Provincial Journal.

DEVOTED TO

Commerce, Manufacturing, Mining and Agriculture.

50 PER ANNUM.  
SINGLE COPY 5 CTS.

HALIFAX, N. S., AUGUST 16, 1889.

VOL. 6  
No. 33

## CONTENTS OF CURRENT NUMBER.

EDITORIAL NOTES	1, 2
CONTRIBUTED.	
Poetry—A Dream	6
Letters to Cousin Caryl	6, 7
WILLIAM SHARP.	
"Dinah Sturgis."	6, 7
MISCELLANEOUS.	
Chit-Chat and Chuckles	3
News of the Week	4, 5
City and Carnival Chimes	7, 8
The Chief of England's Younger Posts	8
Industrial Notes	8
Commercial	8, 9
Market Quotations	9
For Muriel	10, 11
Mining	12, 13
Rescued	14, 15
Chess	16
Draughts—Checkers	16

## 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 5 cents.

SAMPLE COPIES SENT FREE.

Remittances should be made to A. M. FRASER, BUSINESS 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 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.

We desire to impress upon our contemporaries throughout the Maritime Provinces that it is our earnest desire through our column of Industrial Notes, to give such publicity as our large circulation allows to the business and manufacturing progress of all sections of the Maritime Provinces. We shall therefore make a point of reproducing all such notices of the businesses and manufactories of the several localities as may appear in the columns of our contemporaries.

Mr. Phelan, the late U. S. Consul-General in Halifax, commanded a full amount of confidence, respect and esteem from the Province to which he was accredited, but Mr. Frye, who was Mr. Phelan's immediate predecessor, and who is now appointed to succeed that gentleman, is equally popular, and the President's government has undoubtedly done well in re-appointing him. Mr. Phelan leaves a clear sheet as to fishery matters to his successor, having satisfactorily arranged all pending cases.

A tendency has been manifested of late among scientific people to fancy danger on an extensive scale from the continued drilling for oil. An English contemporary has the following on the subject:—"Professor Jones answers the question raised as to whether the tapping and drilling of the earth for oil that is going on in America is dangerous or not—that is to say, likely to let out the internal fires of the earth to play havoc with the surface far and near. He compares the earth to a balloon floated and kept distended by the gas in the interior, which if exhausted will cause the crust to collapse, affect the motion of the earth in its orbit, cause it to lose its place among the heavenly bodies, and fall in pieces. Another writer thinks that drilling should be prohibited by stringent laws. The scientist says an immense gravity exists, and that here the gas is stored, that a mile below the bottom of the cavity is a mass of roaring, seething flame, which is gradually eating into the rock floor of the cavern and thinning it. Eventually the flames will reach the gas, and a terrific explosion will ensue. The simile of the earth being like a balloon is not very solid. Why not weigh the earth, and settle the question of solidity? The scientists can weigh the sun and moon; the figures are long, but the result is worth the trouble." For ourselves we do not attach more importance to this supposition of danger than we do to a hundred and one other alarmist fads of the day.

Now that the Carnival with its brilliant success is over for this year, it is in order to exhort our fellow-citizens not to fall back into the state of apathy towards public concerns which so many have levelled as a reproach against us. Let us all, and in particular men of standing and capital, stand shoulder to shoulder in advancing the interests of our City in every possible way. Our dry-dock is now open and available, and the merits of Halifax have been made more patent to the world. Let us not by inertness lose the vantage ground so well gained.

The Vienna papers note the coincidence that the Cretan question has always assumed an acute character whenever Russia has begun to pursue an aggressive policy in the East. The *Neue Freie Presse* remarks that almost simultaneously with the three great Russian wars in the East during this century the most serious disorders have broken out in the island. The object of these agitations was always the union of Crete with the Hellenic kingdom. That the insurrection of 1858 and 1876 were Philo-Hellenic in tendency is notorious. Indeed, the union of the island with Greece was actually proclaimed in January 1878. The Russian papers, notably the *Noroe Vremya*, are characteristically enough taking advantage of the erroneous notions prevailing on the question to attempt once more to sow discord between the Porte and the pacific Powers, by pretending that in St. Petersburg and Athens the rights of Turkey in Crete are far better respected than in London, Berlin, Vienna, and Rome.

The *Age of Steel* has some remarks on the supply of petroleum which would seem to indicate a possibility of a failure of the present great American sources within a possibly measureable period. It says:—"Professor J. F. Carroll, assistant geologist for the State of Pennsylvania, is quoted as saying that the supply of petroleum was last year 5,000,000 barrels less than the demand, and that the shortage is bound to become more pronounced, in consequence of the failing condition of the oil fields. A few years ago stocks were piling up at the rate of 2,000,000 barrels a month, or almost that, whereas they are now being decreased by something like 1,000,000 barrels a month. There are now, it is true, about 12,000,000 barrels of petroleum in tanks in the Ohio field, but this is because Ohio oil has not been used extensively as an illuminant. But the Ohio field, Professor Carroll believes, will not prove to be so extensive or productive as many suppose. No field thus far known or likely to be ever known hereafter will equal the yield of the Bradford, which has produced 56,000,000 barrels of oil, and at one time yielded as high as 105,000 barrels every twenty-four hours. Its production is now down to 18,000 to 20,000 barrels a day, and the pool is being drained to the dregs. Possibly there are some pools of 1,000,000 to 3,000,000 barrels in some of the old fields, and in new territory not yet opened up, but the prospects that such is the case are growing less every day. Kentucky may become something of an oil producer, though nothing great, for the oil bearing sands underlie a portion of that State, and lap over into Tennessee. Texas has some oil, but the experiments undertaken in that State by Professor Carroll for others convinced him that the petroleum does not exist in paying quantities."

There is in the recent seizure of the sealing schooner *Black Diamond*, in addition to the serious international character of the transaction, a semi-farcical element quite likely to occur when national officials are aware that they are committing an act of highhandedness which no international comity will bear out. That the escape of the schooner was evidently permitted does not lessen the gravity of an act of piratical insolence; it does however generate contempt for the bluster at which it has been a disgrace to the United States Government to have connived. It is superfluous to dwell on the utter untenability of the American claim to control an open sea, one coast of which belongs to another power,—a claim moreover which the United States, in common with other great maritime powers, distinctly repudiated when advanced by Russia. There is no question as to the right or wrong of the contention, which indeed the American Government has not dared to distinctly assert. The question now is how long is this insolence to be tolerated by Great Britain. At the moment of writing we are not sure what has been decided upon. The question is said to have been taken into the serious consideration of the Cabinet, and it has been stated that a considerable portion of the Pacific squadron has been ordered to Behring Sea. We are not certainly advised of the correctness of the latter report, but we are quite sure that the time has arrived when it will no longer do to put up with outrages of so gross a character. We have all along until now considered that delay and forbearance were justified by the natural hope and expectation that the United States would in due time take proper action. As this scarcely seems to have been their programme it is time that Great Britain should act with promptitude and decision.