

## BEAUTY UNADORNED

—IS—

## ADORNED THE MOST.

JUST SO! But it detracts rather from the enjoyment of Nature's loveliness if circumstances are not particularly fit.

## "The Land of Evangeline"

is too exquisite to allow even of such drawbacks interfering with your being mesmerized by its exceeding beauties. But there is nothing like making sure, and the

## Windsor &amp; Annapolis Railway

have provided in the

## "FLYING BLUENOSE"

running to and from Halifax on and after July 5th, a train second to none on the American Continent, made up of

## PALATIAL PULLMAN PALACE

## Drawing-Room Cars

and Saloon Coaches,

the perfection of comfort, cosiness and convenience, with every luxurious equipment the heart of the most exacting tourist can demand.

Even an Anchorite would turn Epicurean on inspection of these Superb Trains.

Your eyes are fed by the charms of Long fellow's immortalised land; your inner man can derive similar enjoyment, as the buffet of each Parlor Car affords a copious selection of dainties and delicacies; and, withal, you can rest snug in your cosiest of arm chairs, at peace with man and nature, content that life can confer to greater bliss.

The Parlor Cars have been specially built for the "Flying Bluenose" by the PULLMAN PALACE CAR COMPANY, and neither skill nor money has been stinted to make them unique of their kind. The lover of the "weed" will find in each a shaggery where, in luxurious comfort, he can breathe all the joys of castles in the smoke-world.

## THE REQUIREMENTS OF EVERY TRAVELLER HAVE BEEN CONSIDERED.

The motto of the management in constructing the "Flying Bluenose" Parlor Car Express has been to supply the maximum of comfort and the removal of all inconvenience attendant on journeying by rail.

If this fixes you, write for further particulars, copy of exquisitely illustrated guide-book and time-table showing connections with every railway in Canada and the States.

W. R. CAMPBELL,

General Manager and Secretary,

Kentville, N. S.

K. SUTHERLAND,

Resident Manager.

## ROBT. STANFORD,

TAILOR

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## ACADEMY OF MUSIC.

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SECOND AND LAST WEEK,  
COMMENCING

## MONDAY, JULY 18,

of T. D. Frawley and his select Company of Favorites.

## THREE GREAT PLAYS.

MONDAY and TUESDAY,

Sardou's  
Greatest Play, **THE MARQUISE**

WEDNESDAY and THURSDAY,

Gillette's Famous Comedy.

## A LEGAL WRECK.

FRIDAY and SATURDAY,

Only Performance of the Beautiful Irish Comedy,

## MY GERALDINE.

Grand Matinee Saturday at 2.30.

USUAL PRICES, 75, 50, 35 AND 25C

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## RUFUS SOMERBY'S

## Parlor Musee!

## THE THIRD WEEK

Will Commence on

## MONDAY, JULY 18.

## New - Features!

AND

## New Novelties!

For the Coming Week.

Continuously Crowded Houses attest the Popularity of this Unrivalled Entertainment.

Full Particulars of New Features in Daily Papers.

Receptions every Afternoon 2 to 5.  
Every Evening 7.30 to 10 o'clock.

10 CENTS

Admits To All!

RUFUS SOMERBY,

Manager.

## MINING.

To the Editor of The Critic:

SIR,—Apropos of a letter in your last issue, allow me to say that time has proved nothing about my "Report on Gold Mine at Gay's River, while a very brief period sufficed to show both the perversity and absurdity of Mr. Hardman's letter to the Herald.

Respectfully yours,

R. R. McLEOD.

THE CRAWFORD MECHANICAL GOLD EXTRACTOR.—On Tuesday last we ran up to Waverley to see the Crawford Mechanical Gold Extractor at work. It is needless to explain that we use the word "ran" in an ironical sense, when we state that we took the 1.30 train at North street which after two fruitless attempts to overcome the grade at Bedford, finally crawled into Windsor Junction at 3 10 p. m. or about one and three quarters of an hour for fifteen miles.

This is the only mid-day train on the Intercolonial, in fact the only passenger train leaving between eight a. m. and five p. m., and is largely patronized by the residents of Rockingham and Bedford, who relieve the hour or more on the road by a smoke and uncomfortable siesta. It is a fine illustration of the stupidity of those of the author of the summer behind-time-table of the road which pleases no one and disgusts the majority.

At the Junction we were met by the mail carrier and were soon at the West Waverley mill, the property of the West Waverley Gold Mining Company, where the Crawford Gold Extractor is now undergoing a crucial test under the practiced eye of Mr. J. E. Hardman, M. E., the manager of the mine, and one of our leading authorities on the treatment of gold ores. It is also being closely watched by Capt. Macduff, of the Windsor Junction mine, who has had years of experience in milling in Australia, India, Africa and other parts of the world, and as both these gentlemen are inclined to be wedded to the stamp mill and, if anything, inclined to be a little prejudiced against all kinds of pulverisers, the Crawford Extractor will have to do the best of work in order to gain their approval.

At the mill we found Mr. Henry T. Strickland, of Peterborough, Ont. who is introducing the Extractor in Nova Scotia, busily at work superintending the crushing of some tons of quartz from the Salisbury mine at Montague. He explained the working of the mill but preferred saying nothing about the results up to the present, as Mr. Hardman, to whose courtesy he was indebted for the room and power to drive the mill, was absent. Upon the return of Mr. Hardman he hoped to be able to secure an independent report for publication in a future issue of THE CRITIC.

We saw the justice of Mr. Strickland's request, and were also of the opinion that the mill should be further tested before being reported upon, as it had only commenced operating on quartz, and so shall defer giving a description of the mill and of its capacity until later on.

Mr. Hardman's absence was a disappointment to us in more ways than one, as we had hoped to inspect the mine and works under his guidance, and to have written a descriptive article for these columns, but this also had to be postponed.

From the mill we strolled over to Captain Macduff's, where we were entertained with true miner's hospitality. We noted that the work so far done by the Extractor has pleased the Captain, and as he is watching its operations with the greatest care we hope to have the results of his observations embodied in a report and also laid before our readers.

Mr. Strickland has taken the proper course in allowing the Extractor to speak for itself by its work, and we may add that the work so far done has fully proved all that he has claimed for it.

MOOSE RIVER.—Mr. D. Touquoy was in town this week with two gold bars—twins—weighing 182 oz. 15 cwt. They were a sight on which to feast the eyes, and represented a value of over \$3650, as the gold from this mine is very pure. After years of steady operating the mine now looks better than ever.

## HOW THE COMSTOCK MILL RING HAS MADE MILLIONS.

Editor Engineering and Mining Journal.

SIR,—Now that the special manner in which the Hale & Norcross mine has been robbed has been exposed, the general system in which the various mill companies control and manipulate the other mines will interest the public. There are three mill companies on the Comstock Lode: The Comstock Mill Company, owned and controlled by John P. Jones, John W. Mackay and James L. Flood, controls the Consolidated California & Virginia Mining Company and the Sierra Nevada, Union Consolidated, Mexican, Ophir, Best & Belcher and Gould & Curry. The Nevada Mill and Mining Company, composed of John P. Jones, Alvin Hayward, W. S. Hobart (dead), Sam. Jones, A. C. Hamilton, and various stockholders (for the proportion owned by each, see Engineering and Mining Journal, May 28th, 1892). This corporation controls or controlled the Hale & Norcross, Savage, Chollar, Potosi, Ballion, Exchequer and Alpha. The Union Mill and Mining Company is owned by J. P. Jones, D. O. Mills, the Sharon Estate, Samuel Jones (J. P. Jones' brother), F. G. Newlands and R. F. Morrow. This corporation controls the Imperial, Yellow Jacket, Crown Point, Belcher, Overman, and a number of less important mines. The methods pursued by these three mill companies in robbing the mines is almost identical, the only exception being the Yellow Jacket mine, which, being a Nevada corporation, is bodily robbed, and no pretense made of returning anything to the corporation except just enough to give them the privilege of assessing the company to pay for the milling at \$7. per ton. The Union Mill and Mining Company was the patent corporation. Its