

THE CRITIC:

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EDITORIAL NOTES.

It is a cause of gratification to all Canadians to find our Governor-General taking such a practical interest in the people and the country whose Queen he represents, as to visit the different parts of the Dominion. His Excellency and Lady Stanley have everywhere been joyfully welcomed, and expressions of loyalty have attended them on every hand. By their geniality a most favorable impression has been created in the minds of all who have been presented to them.

A new departure is about to be taken by some of the brewers of this city. It is proposed that the Army and Navy (S. Oland, Sons & Co.) and the Nova Scotia (A. Keith & Son) breweries amalgamate and form a joint company, limited. C. W. Hayward & Co. also propose to turn their brewery into a joint stock company. Both of these companies propose to become incorporated and to issue share stock and debentures. These will be first offered to the retail trade here, and any portion not here taken up will be sold in England. The reasons for this movement are obvious. There is considerable rivalry between the different breweries, and prices have often to be shaded to secure the adhesion of customers. If, however, a customer is induced to take stock in either company he is bound to patronize it. Then the money realized from the sale of stock will enable both companies to enlarge their plant and facilities, and will also leave a good cash working capital on hand, enabling them to manufacture enough in winter to last the year and even to store some for old stock. Such in brief is the outline of the proposed measures as we understand them.

Occasionally strange cases come up for trial in courts of law, and one of the strangest yet was recently tried in Iowa. The story as told by the *Utica Herald* runs thus:—"Last spring, after a grand pyrotechnic display over the State of Iowa, a big aerolite fell in Winnebago County. Peter Hugland found the hole it made on entering the earth and dug it up. What was left of it consisted of a sixty-six pound mass, in appearance a black stone. Hugland sold the interesting chunk to Professor Winchell, of Minnesota. Then John Goddard, the owner of the land which caught the aerolite, instituted an action for replevin. When the case came up in court, the lawyers on both sides were in a quandary as to what was the proper line of argument, there being no legal precedents covering so novel a case. So each side claimed everything both on and beyond the earth. The courts, however, decided in favor of the owner of the land, declaring the meteor to be a part of the realty. Professor Winchell has appealed to the Supreme Court of Iowa. Its decision may still further complicate the case, for it is a question whether, under the federal mining laws, the United States hasn't an interest in this aerolite."

Cardinal Manning, who has perhaps more knowledge of, and influence with, the working people of England than any other man in Britain, in speaking recently of working women and their wages said:—"I think the time has now come for strenuous and proper efforts to be made to protect the working women and to secure to them equal fairness in the matter of their hours of work and their wages as men now obtain." This is outspoken and manly. Every man who loves justice will agree with the Cardinal that a woman who performs as much labor as a man, and performs it as well—which many of them do in spite of all that is said against them—should have the same wages as are paid to the man. It is unfortunate that the need of work often forces a woman to give her services at a low rate. Organization is what is wanted.

Many people will remember the visit of the *Great Eastern*, the largest vessel ever built, to Halifax. The *Pall Mall Gazette* speaks of her thus:—"Who would recognize the shattered hull which now lies at low tide high and dry on new ferry shore of the Mersey as the *Great Eastern*, which, in 1868, was the wonder of the world? Where once was her stern, the rudder-post, with the tiller attached to it, towers out of the water like a gaunt skeleton; and lower down the rudder itself can be seen intact. For seventy or eighty feet forward the bulwarks and sides have disappeared nearly to the keelson, and all that connects this part of the vessel with her amidship's section is the keel, and above it the enormous shaft which, with its casing removed, lies exposed to view. Her bows have also disappeared completely. Of course her masts, her funnels and paddle wheels have all gone long ago. Viewed closely, by means of a boat, a vivid realization of her immense strength can be formed. Everything is massive and solid, and we are informed that the plates forming both her inner and outer skin—for the *Great Eastern* was built with a complete outer casing—are as good as when they were originally put in. It is this obvious strength and thoroughness of workmanship and material that makes her demolition all the more pitiful."

Maritime Union, we have often urged, is a consummation devoutly to be wished. We note with pleasure that Mr. T. C. L. Ketchum, writing in the *Toronto Week*, strongly advocates this scheme, setting forth the advantages that would accrue to the three Provinces concerned in a lucid and straightforward manner. After a comprehensive historical account of the division of the old Province of Acadia, or Nova Scotia, the name given to the whole territory now formed into three provinces, he speaks of the expense of keeping up three gubernatorial establishments where one would be sufficient. Continuing, Mr. Ketchum says:—"And here are less than a million of people, and the age is one of federation." And "Instead of three assemblies, with a total of 109 members, there would be one assembly, with, say, 50 members. Then following the good example set by Ontario and Manitoba, the criminal waste of the people's money in keeping up three Legislative Councils would be no longer a reproach for a wise and understanding people, and they would have no use for even one such council. Think of the money saved by such a union. See the waste of official machinery in each capital, and that it now takes three sets of clerks to accomplish what could be done by one set of clerks. Then there would be the prestige the Maritime Provinces would gain. Ontario, which has always been more or less afflicted with a spirit of boasting, and is constantly thanking the Lord that she is not as other provinces are, could no longer point to three small disunited provinces by the sea, whose main object in existence was to draw milk from her overflowing teats. She would see one grand Maritime Province managing her own local affairs economically and holding the key of the gate of the Atlantic Ocean, capable, perhaps, of giving her other lessons than how to manage her public schools. * * * Here is a chance for reform; a practical way of saving money and winning esteem. There are no parties in local politics down by the sea. It is the old story of the 'ins' and 'outs,' nothing more. Let a Maritime Union party arise. For once give the people a rest from lying and slandering; let them have the true state of affairs made known to them, and the reforms advocated here will be adopted. To be sure there would be difficult details arising. Where would be the seat of Government? What would be done with the holders of provincial securities? And, above all, what would become of the fifty provincial 'lords'? Again, to what purpose would the unused buildings be devoted? Where would be the capital? It is such questions as these which have hindered progress in every stage of the world's history. It is the little things that clog the wheels, and whoever takes up in good faith the question of Maritime Union, with a view of carrying it out, may have the best part of his life's work ahead of him, but he will be promoting a measure more sensible than many which people are asked to endorse." The man or the party which succeeds in bringing about this change will deserve the gratitude of all dwellers by the sea. There is no doubt that a union would be for the good of all.