

# THE CRITIC.

The Welfare of the People is the Highest Law.

\$1.50 PER ANNUM.  
SINGLE COPY 3 CTS. }

HALIFAX, N. S., OCTOBER 30, 1885.

{ VOL. 2.  
{ No. 44.

## CONTENTS OF CURRENT NUMBER.

EDITORIAL.	
A Momentous Question—The Short Line Railway	1, 2
Comparison of the Pope and Combination Lines	2
Additional Evidences in favor of the Combination Line	2
Notes	1
CONTRIBUTED.	
Poetry—Khartoum	Charles G. D. Roberts, 6
Prohibition vs. License	Franc-Tireur, 6, 7
Edgar Allan Poe	"Sartor Resartus, Jr." 7
A College Memory	"Jonathan," 7, 8
The Telegraph Train Despatcher	"Conductor," 8
Events and Comments	"Veteran," 9
Double Diagonal Diamond Puzzle	5
MISCELLANEOUS.	
Religious	3
News of the Week	4
Tit-Bits	5
Commercial	9
Market Quotations	9
Serial	10, 11
Mining	12, 13
Agricultural	14

## 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 3 cents.

SAMPLE COPIES SENT FREE.

Remittances should be made to C. F. FRASER, MANAGER.

## EDITORIAL NOTES.

We have this week devoted a large amount of our space to the Short Line Question, which is to-day, of such importance to Halifax and Nova Scotia: The extra which we issued on Tuesday last contained information which we deemed important in view of the meeting of the Chamber of Commerce and City Council. Further action has been postponed until Wednesday next by these bodies, in order to allow the joint committee time to obtain reliable information from the C. P. R. authorities.

Montreal is to have a Mounted Police force. The *Witness* very properly recommends the purchase of good horses, as policemen mounted on broken-down hacks would not be as efficient as the ordinary police.

The reports of the disturbances in Denmark appear to have been somewhat exaggerated, but it is quite evident that the Danish people have resolved to abolish the responsible Minister, by whom they are now governed. King Christian will do well to meet the Reformers half-way, otherwise his throne may prove anything but a bed of roses.

Hon. Thomas White, in his speech at Fort Qu'Appelle, promised the settlers of the North-West Territory representation in the Dominion Parliament. We presume Mr. White speaks with authority, and believe the move to be one in the right direction. Grievances, real or imaginary, can be aired upon the floor of the House, and we can then judge for ourselves as to the true state of affairs in what was once known as the "Great Lone Land."

A tunnel has just been completed under the mouth of the Severn, which is  $4\frac{1}{2}$  miles in length, 26 feet in width, and 20 feet in height. There have been taken out no less than 700,000 cubic yards of earth and stone during the twelve years in which the work has been carried on. The tunnel is lined throughout with brick; 75,000,000 bricks having been employed for this purpose. The distance by rail from London to Cardiff via the new tunnel is shortened by 13 miles.

We must respectfully decline to publish the several contributions which have been sent to us, respecting the conduct of certain bank officials, as we have no guarantee whatever as to the truth of the assertions therein made. We believe that our city banks are conducted carefully and economically, and criticism of individuals is uncalled for, unless the facts of each case are vouched for by some responsible person.

It is now proposed in several of the Eastern States to tax bachelors. This, we presume, is considered but a fair offset to the milliner and haberdasher's tax upon married men. To be consistent, spinsters should be taxed as well as bachelors. This might have the effect of smoothing the road to matrimony for both of these unfortunate classes.

The Sultan of Turkey is evidently satisfied with suzerainty over Roumelia. If this prove true, Roumelia will escape the horrors of a Turkish invasion.

Editors are not infallible in their estimate of literary tyros. As an instance of editorial want of judgment the following anecdotes may be quoted for the consolation of disappointed seekers after editorial favor. Many years ago, James Russell Lowell made an exhaustive study of American humour, and, after a careful revising sent the paper, anonymously, to the late Mr J. T. Fields, the editor of the *Atlantic*. A few days later, when Mr Lowell was in the *Atlantic* office, Mr. Fields informed him that he had received a most absurd paper dealing with American humorists, and that, so annoyed had he been by its "greenness" and the illegibility of many passages, that he had consigned it to the flames. Still better than this is the story that Miss Alcott, when her name became famous, responded to numerous requests for contributions by sending to the requesting editors articles which in her earlier days they had rejected. As a rule, however, editors have singularly sound judgment; "the exception proves the rule."

## A MOMENTOUS QUESTION—THE SHORT LINE RAILWAY.

The joint committee of our City Council and Chamber of Commerce have a momentous question under consideration, a question upon the solution of which depends the future prosperity of Halifax. Individually and collectively the members of this committee must feel fully convinced that upon the question of the Short Line the interests of Halifax and Quebec are identical. They have had full time to study the merits of the proposed Line as compared with those of rival lines, and if they have given the subject the consideration which its importance merits, they must feel fully convinced that the Combination Line is the only one which can be beneficial to the trade and commerce of this city. Let them then follow the example set by Baltimore, New York, Boston, Portland, and other American cities, in making a long pull, a strong pull, and a pull altogether for a share of the trade of the continent.

### THE EXPENSE.

Quebec is interested in the Combination Line; so is Halifax. Quebec offers to defray one half of the expense of the proposed survey. Will not Halifax do likewise? The entire cost would not exceed \$5,000. Quebec offers to put up \$2,500, and as the Line would be of infinitely greater benefit to Halifax than to Quebec, should we grudge the \$2,500 which may be required as our share of the expense? Certainly not.

### A. L. LIGHT.

The report of Mr. A. L. Light, Provincial Engineer of Quebec, should be read by the members of the joint committee of the City Council and Chamber of Commerce. It contains facts concerning the Combination Line which no man interested in the welfare of Halifax can well overlook. The unfortunate references to Mr. Light's standing as an engineer, which were made upon the floor of the House of Commons, have been fully recalled, and that gentleman has received satisfactory apologies from the persons who questioned his professional reputation.

### OUR CITY ENGINEER.

Halifax has in Mr. F. H. Keating, a city engineer of well known reputation and wide experience. This gentleman has been engaged upon surveys on the C. P. R. North of Lake Superior, and previously upon the I. C. and other railways. Could not the city send Mr. Keating, with a staff of assistants, to survey the missing link in conjunction with Mr. A. L. Light and his assistants from Quebec. The work might thus be pushed through in one half of the time it would otherwise take, and we would then have a report of two competent engineers as to the eligibility of the Line. What is to be done, should be done quickly, as delay at this season of the year makes the work doubly difficult to perform, and besides we want the reports before parliament meets.

### THE MISSING LINK.

The Government have promised to subsidize the shortest and most practicable railway between Montreal and an Atlantic seaport. That Line is not the Pope Megantic or International Railway, since this Line is neither the shortest nor the most practicable. The Combination road has unquestionable advantages over the Pope Line. Can the Government then hesitate in fulfilling its promise? The missing link has, however, not been surveyed, and until we establish the eligibility of the Combination Line we cannot hope to present such a case to the Government as will simply be unanswerable.

### OF WIDE PROVINCIAL INTEREST.

It is sometimes supposed by the people of this Province that Halifax, and Halifax only is interested in the construction of the Short Line Railway. Amherst, Londonderry, Truro, New Glasgow and Pictou have a direct interest in the building of this road. To them, as to us, it means easier, cheaper, and more rapid communication with Quebec, Montreal and the West. Its construction is however of wide provincial interest, since