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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.

A correspondent of the *Moncton Times* comments on the establishment in that town of an American collecting agency, to which, he states, a number of local merchants have subscribed. He remarks that our laws give the creditor all the power our legislators think he should possess, and asserts that the agency in question proposes to persecute debtors by holding them up to public contempt. If the agency contemplates this line of action it would be what "One who pays his debts" stigmatizes as a system of black-mailing. We are not acquainted with the facts, but we confess we do not look with complacency on the introduction into Canada of American firms of this description, and think all such businesses should be very sharply looked after as to their methods.

We have more than once expressed our opinion that benefit would result to Nova Scotia from the appointment of a Provincial Agent in London, England. It is not in the matter of immigration alone that we think good would be derived. Our splendid mineral wealth stands in much need of British capital to aid in its development, and there is no one whose special business it is to place them in their true light before British capitalists. When we consider what has been done for the North-West by Mr. Alexander Begg we cannot but think much might be done in the same way for Nova Scotia. It is of no moment what political party might find a berth for a supporter so long as he is the right man in the right place. We commend the consideration of this matter to the Provincial Government.

We learn that M. Beaugrand, the spirited editor of *La Patrie*, of Montreal, is endeavoring to promote a higher tone of newspaper discussion. M. Beaugrand is, we may well suppose, with many others, shocked at the personalities, imputations of falsehood and ascription of evil or corrupt motives which so often disfigure articles which would, were they written with the ordinary courtesy observed among gentlemen, be valuable. M. Beaugrand's praiseworthy efforts are said to be meeting with support among many of his influential confreres, and it is much to be hoped that some amendment will result from his action. Among other suggestions M. Beaugrand proposes a tribunal of arbitration for the arrangement of journalistic disputes. There is no question of the room there is for improvement in the tone of a large section of the Canadian Press of both political persuasions.

A set of adventists in Pennsylvania having persuaded themselves that the end of all things was to come on Monday, the 5th inst., donned "ascension robes" early in the morning, and duly prepared themselves for their approaching role of angels. One of their leaders, however, rose earlier than the rest, and proceeded to an adjacent town to have his will recorded, a proceeding which would seem to indicate some little shakiness in the faith he professed. This is another instance of the mischievous ignorance and credulity to which we adverted in a recent note. It is very lamentable.

It is fitting that the School Board of Boston should take the initiative in considering the question of raising the standard of good manners in American schools. It is admitted by American journals of high standing that Young America is deficient in this respect, and the fault is sometimes laid with democracy. There is nothing in democracy which should necessarily tend in the direction of rudeness, irreverence and want of courtesy, but there is no doubt that these exist to an extent which should not be, and it may be a question whether some attention might not, with advantage, be given to the subject in Canada.

The proposed expedition of a Nova Scotian fishing vessel to the Cape of Good Hope furnishes strong evidence of an awakening and intelligent spirit of enterprise. Mackerel, which have been unprecedentedly scarce this season along our own coasts, are said to be abundant and of superior size and quality round the shores of the great southern Cape in the month of December. Our seamen and fishermen are probably second to none in the world for intelligence and hardiness, and nothing seems fitter than that they should endeavor to supplement their deficient catch of this year by extending their operations to other and distant seas. There is a breadth and expansiveness about the idea, which breaks through the somewhat exclusive and circumscribed tendencies of our people to look little further than home, which thoroughly commends itself to us. Why should not Canadian vessels be seen in every sea, and in every branch of commerce and nautical industry?

It is argued by the *Toronto Globe*, that as the United States could not be said to sacrifice its independence by a customs union with Mexico and the countries of Central and South America, it follows that Canada would not be sacrificing its independence by a similar customs union with the United States. We apprehend that the *Empire* correctly grasps the situation in the following comment:—"The assumed parallel is not in the slightest degree warranted by the facts. The idea of our neighbors is by means of the Pan-American Congress to make the countries to the south commercially dependent upon the United States, which would thus be gaining—not surrendering anything. The adherents of Mr. Wiman would make Canada commercially dependent upon the United States, sacrificing our interests and our independence without any compensating gain. The object of the United States is to manufacture for the whole continent of America, superseding local industries and European importations." This would be, and no doubt is, precisely the broad, bold and taking policy which would commend itself to Mr. Blaine, and command the admiration of a very large mass of his countrymen.

We have always maintained that the great superiority of the harbor of Halifax over all the Atlantic ports on the seaboard of this continent would prove of little advantage in increasing our trade unless a line of the largest and fastest steamers that float made this their terminal point. The ocean greyhounds should be able to make the passage from Liverpool to Halifax inside of five days, and they would here find no dangerous bars to impede their progress, but at any stage of the tide could always steam up to their wharves. They would not then have to sail with half cargoes, as is the case at present with the large steamers destined for New York, but loaded to their fullest capacity would always find plenty of water beneath their keels. The large steamers coming here would thus have great advantages over those calling at other points, and when these had once been proved, and rapid transit provided by our railways, an enormous freight, passenger and mail business would be done from this port. After getting across the bar at New York, which is not without its dangers, as has just been illustrated by the accident to the *City of New York*, the large steamers, according to the *New York Herald*, have often, although only half loaded, to plough their way to their wharfs through a foot or two of mud; and everything goes to prove that that port cannot much longer accommodate the new steamers of great draught. Eventually steamship owners will discover that Halifax is the only port on this side of the Atlantic where the largest steamers can arrive and depart without regard to time and tide, and then will flow upon us that trade and commerce we have so long looked for in vain.