

THE CRITIC:

A Maritime Provincial Journal.

DEVOTED TO

Commerce, Manufacturing, Mining and Agriculture.

1.50 PER ANNUM.
SINGLE COPY 5 CTS. }

HALIFAX, N. S., NOVEMBER 15, 1889.

{ VOL. 6
No. 46 }

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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 notice with pleasure that a Miss Jane Hendry, of Chelsea, Mass., formerly of Halifax, has bequeathed all her property, including \$3000 in a bank, to the Halifax Society for the Prevention of Cruelty to Animals. We shall always be glad to hear of any accession of means to this excellent institution.

An agitation to have the national flag floated over every school house in the land is moving the people of the United States. The idea is a good one. A like agitation for the Canadian flag would be most desirable for the Dominion. One of the chief lessons the youth of any country should learn is patriotic devotion to their country's flag.

As an illustration of the slowness of the Allan Line, we select an instance which occurred last week. A London exchange, dated, and probably mailed on, the 26th Oct., via New York, reached THE CRITIC Office on Monday morning the 4th inst. Letters by the Allan steamer sailing on Thursday, the 24th ultimo, did not reach us 'till 4 p. m. on Tuesday 5th.

"Great Britain," Mr. Wiman is reported to have said, "traded freely with all the world, yet remained distinctively Great Britain." Yet, as has been well remarked, Mr. Wiman asks Canada to trade freely with only one nation in the world to the exclusion of others, and, in effect, no longer to remain distinctively Canada, but to become a mere satellite and appendage to the United States.

It is satisfactory to learn, as we may do from the Canadian Gazette of London, G. B., that Canada is capable of teaching the Old World some lessons in political and other departments of national life. Germany, for instance, is about to undertake the construction of extensive canals, and her engineers resort to Canada for hints. Count Potric, the technical attaché of the German legation at Washington, is reported to be now in Canada investigating the working of Canadian canals and railways, and the present developments of Canadian mining, while Austria, in the person of a Professor Wilckens, is prosecuting enquiries into the experimental farms and general agricultural systems of the Dominion. This is a pretty plain indication of the advance of the Dominion.

While there is very little doubt that Brophy, the Amherst burglar, is guilty of the crime for which he has been convicted, it is impossible for straight-forward people to reconcile themselves to the discreditable expedient by means of which his conviction was secured. To entrap a man into criminalizing himself, by putting a detective's agent into his cell to play the desperate criminal, is a practice opposed to every British instinct, and to the spirit of British law. It is to be hoped we shall not hear of another such case.

France has not made much disturbance abroad for two or three years, but it is now reported that the Government of Madagascar is growing restive under the French protectorate, and as we are glad to learn the Hova troops have been organized by British officers, the French arms will have some good work cut out for them. The persistent aggressions of France in Madagascar have always seemed to us among her most unjustifiable eastern manœuvres, and it has always been matter of regret to us that that country has hitherto failed to enlist the support of any other European power in her defence.

A story comes from Toronto which we can only hope may be exaggerated. Two girls are said to have returned to that city who, with about a dozen other young women, were engaged and taken to the western states by a woman, ostensibly to take situations as domestics in a large hotel. The whole party were driven to a lumber camp near Denver, Colorado, where they were drugged and ruined, and told that any attempt at escape would be punished by death. Several of the unfortunates, among them these two, escaped recently, but the others are still there. The story they tell of their treatment is similar to that told by fugitives from the Michigan pinery dens—enforced prostitution and continuous brutality. Danger of this particular kind is perhaps less likely to beset young women from the Maritime Provinces, though it strikes us we have heard of perils of a not dissimilar character. At all events the moral to be drawn is obvious—that our young women had better stay in their own country, where any amount of at least respectable domestic service is open to them.

There is no doubt that he who should discover a remedy or rather a preventive of the excruciating malady of seasickness would rank among the greatest of the benefactors of mankind. There have been several claimants to this distinction at one time and another, but their nostrums do not appear to have justified them. The latest is a Dr. Ivan Mitropolsky, of Moscow, who warmly recommends, on the ground of his personal experience, the following simple method:—"As soon as giddiness, nausea, etc., appear, the author shuts his eyes and begins to make deep and slow inspirations and expirations. In a few moments (sometimes after three or four respiratory cycles) the symptoms disappear, to yield to a comfortable subjective sensation. On their reappearance the same procedure is repeated again and again. If the recurrence be rather frequent, it is better to perform the procedure in a recumbent posture (with closed eyes.) Since the time the author has begun to practice the method, he asserts that he never yet suffered from vomiting when on board." It is stated on English medical authority that the method of the Russian doctor is not so novel as he supposes it to be. Be this as it may, our faith in any system of prevention, until approved by full experience, is but weak, but we may still hope that there may be something in the unknown from which the suffering may derive relief.

A charter of incorporation is reported to have been granted by the Queen to the "British South African Company," conferring immense powers similar to those enjoyed by the old East India Company. The new corporation—whose representatives are the Duke of Abercorn, the Duke of Fife, Lord Gifford, V. C. Cecil, John Rhodes, Alfred Best, Albert Henry, Geo. Gray, and Geo. Cawston,—have absolute control, extending over, and having its principal field of operations in, that region of South Africa lying to the north of British Bechuanaland, to the north and west of the South African Republic, and to the west of the Portuguese dominions. These boundaries are capable of very elastic interpretation, but if some surprise is expressed that, at this day, such a charter should be conceded, it may be remembered that like powers have quite recently been granted to the North Borneo Company, and that it is a necessity to England to keep pace with the German organizations of the same kind. A contemporary recently headed its notice of this concession, "A Revival of the East India Company Farce," which is certainly inappropriate, the career of the East India Company, which gave to Great Britain her immense Indian Empire, having been anything but a "farce," as anyone may know who has read no more even of Indian history than Macaulay's Essays on Clive and Hastings. It is probable that the new Company will give a strong impetus to British trade and British commerce, and materially hasten the opening up of the "Dark Continent."