

# THE CRITIC:

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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.

It does seem to us that the Dominion Government, acting through the Intercolonial Railway authorities, has made a great mistake in procuring the slating of the North Street Station to be carried out by workmen from Quebec. Surely such work in Halifax should have been placed at the disposal of Halifax workmen.

The following, taken from the St. John Sun, is an "elegant" specimen of illiberal writing:—"The Acadian Recorder is kind enough to remind us of what the New York Herald said about St. John in the year 1862. It was this:—'New Brunswick is a province of 200,000 inhabitants, who are fed by the United States, and who would starve to death in six weeks if the supplies of food from this country were cut off. The chief city, St. John, is a group of huts, many of them inhabited by rogues who have made a few pennies since the war broke out, by lending their names to illicit traders who have run the blockade.' The statement was no more true in 1862 than it would be to-day, but it was made in the spirit which has always marked the New York Herald and too many other American papers when dealing with Canadian affairs."

The arrest of Miss Tibbits is an outrage to which the Press cannot too insistently direct attention, involving as it does the extraordinary methods of French Canadian jurisprudence and Police, which seems to be characterized by precisely those evil features which are most repugnant to English thought and feeling. The most prominent is the French custom of using all means of intimidation to extort confession, instead of the strikingly fair and above-board English one of cautioning a prisoner against criminating himself. This course assumes guilt until innocence is proven instead of the reverse. To prevent an arrested person communicating with his or her friends is a course which also requires the strongest justification, of which there would seem to have been *prima facie* none in the case of Miss Tibbits. Again, the issue of a sort of open warrant to arrest anyone pointed out is most objectionable, and it is peculiarly so in this case from the evidently unreliable impressions of the accuser, who, in the person of Miss Mulcahy, gave every indication of reckless identification. This person's whole story, indeed, is of so wild and improbable a nature, that the alleged circumstances ought to have, on the face of it, inculcated extreme caution. We trust the Press will continue to investigate the matter with persistent diligence.

We observe with regret a considerable amount of the usual party cavilling at any measure of the Dominion Government on the commercial mission of the Hon. Mr. Abbott to Australia, and the air resounds with premature conclusions that the amount of trade between the lands of the North Star and the Southern Cross likely to result from "a pleasure trip at the expense of the public" will not be worth the cost. This is but a narrow and petty spirit in which to regard the matter. Without the spirit of investigation and enterprise which prompts such missions, what can be expected or hoped for Canadian extension? It is of course possible that pessimistic croaking may be justified, we have not the means of judging with certainty, but we are more than half inclined to venture the prediction that the game will be found worth the candle. At all events, we take it, no one will be found to deny that, if any satisfactory results are to be achieved the investigation of the means could be in no better hands than those of the gentlemen selected for the enquiry.

The *Chronicle*, in an article on Nova Scotia as a summer resort, points out that, although we have large numbers of American visitors, but little interest is manifested in the Province by the people of the Upper Provinces, who chiefly resort to the Thousand Islands, Cacouna and other watering places. "Visiting and intermingling," it is justly remarked, "are the surest means of promoting union and common interest, and if these do not take place it need not be a source of surprise if no real union takes place." From these premisses our contemporary is disposed to draw somewhat gloomy prognostications, but we would point out that not only did the Toronto Press Association leave with the most favorable impressions, which, from the avocation of those gentlemen, are sure to be disseminated broadcast over Ontario, but that this source of information will be re-inforced by the Toronto cricketers. The fact is, at least so it appears to us, that a long reign of apathy towards the Maritime Provinces is now being happily broken through, and that a new era is dawning, and the Carnival will doubtless enlarge and extend this new departure. It may also be taken into consideration that distance may be a factor in the situation. It is a somewhat longer trip from Ontario to Halifax than to, say Cacouna, or the other places mentioned, but we have every expectation that this consideration will lose much of its weight when attention is fairly directed to the great attractions of the Maritime Provinces.

We are so impressed with the wholesomeness of seeing "ourselves as others see us" that we feel impelled to reproduce the following gem from our good friend the St. John *Evening Gazette*, and we must certainly pay it the tribute of saying that it is clever and amusing. Whether or no the break down of the St. John car was due to a retributive interposition of Providence we cannot venture to pronounce. It is an account of two cars that took part in the carnival procession in that city the other day: "St. John—A large car, representing progressive St. John, was hauled by four horses. The representation included nearly all the leading features connected with the growth and progress of our city. On the middle of the car was a neat looking building 'Built by private pluck and enterprise' illustrating St. John's superiority in building over any other city of its size. This building was occupied by 'Quick, Smart & Co' On the rear end of the car the Winter Port was in full operation, with the steamer *Maritime Metropolis* lying at the pier ready to load or discharge the heavy freight for all points east and west. Along the side of the car were the truth telling mottoes: 'Phoenix Like We Rise From Ashes.' 'Beautiful St. John, the home of the ablest lawyers, the shrewdest business men, generous aldermen, liveliest newspapers, fastest oarsmen and champion ball tossers.' The whole was a most creditable illustrative combination, and shows the enterprising and patriotic spirit that influences all the moves of that praiseworthy organization, the Haymarket Square Polymorphian Club. Unfortunately, a wheel of this car broke on Brussel Street, and it had to be taken out of the parade. Halifax—Following St. John, or trying to keep in sight of it, came Halifax, drawn along by horses named Blue Fog, Frozen Harbor, Dangerous Navigation, and Rocky Entrance. Along the sides of the car were the mottoes, 'Little Sister Halifax,' 'Fog in Summer,' 'Harbor Skating in Winter.' On the forward part of the car was the market and representations of Halifax business places. Groceries and 'alf and 'alf, and showing the principal representatives of the population to be the marines and military. In the middle of the car was a shabby looking building admirably representing the appearance of some of the prominent buildings of the little sister city. Everything was aided by the Government, and the building was occupied by the prominent Halifax firm 'Slow, Snail & Co.' Inside a loud fog whistle kept up the most dismal kind of sounds to keep the men-of-war steamers out of danger. One man-of-war vessel on the rear end of the car hung a notice over her stern: 'We have been seven days waiting for the fog to clear up. Will go to St. John.' All who have ever visited Halifax fully appreciated the whole representation."