

# THE CRITIC:

A Maritime Provincial Journal.

DEVOTED TO

Commerce, Manufacturing, Mining and Agriculture.

1.50 PER ANNUM. }  
SINGLE COPY 5 CTS. }

HALIFAX, N. S., MAY 23, 1890.

{ VOL. 8  
{ No. 21

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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.

A human form has been discovered at Pompeii, under a doorway, which shows the sandals on the feet, and what is extremely uncommon in such remains, a pair of trousers. It is evident that the man was flying with a bundle, and fell suffocated.

We commented last week on the apparently small amount stated to be the actual value of the work performed on the Panama Canal (\$9,000,000). It appears that there was an error of omission in the source from which we quoted, and that the amount should have been \$90,000,000, so that the difference between the value of the work accomplished and the sum raised—probably over \$130,000,000 is—though great, not so astounding as it at first appeared.

We have been informed by Lt.-Col. Worsley, D. A. G. of Nova Scotia and Prince Edward Island, that an article in THE CRITIC has been imputed to him, and so reported to Militia Headquarters. It is due to that officer to state that the Editor of this paper has never received from him, verbally or in writing, any communication whatever on Militia or any other public matter. THE CRITIC has plenty of sources of information without compromising a public officer.

The manufacturers of Great Britain are not, it appears, very enthusiastic about the United States "World's Fair" of 1892. Great Britain's exhibits in Paris were on a grand scale and contributed largely to the success of that exposition. If she holds back to any considerable extent from the Chicago exhibition it will certainly lessen an element of success. Exhibitors expect to be reimbursed to some extent by sales in the country in which they exhibit, and this source of recoupment is cut off by the American tariff and trade policy of exclusion. But it has been suggested from a free-trade standpoint that a lesson in political economy might be taught to the Americans by ticketing goods so as to show the selling price in England, the selling price including cost of carriage in the United States, and the selling price plus the United States duty. Possibly the United States might object to such a showing up of the results of their ultra-protection. Meantime, taking this idea in conjunction with that of the Dutch of organizing a sort of European boycott of the United States, there is perhaps food for thought.

If the neighboring Republic has heretofore presented itself to young Canadians in the light of an *El Dorado*, it appears that the Dominion has now come to have a similar attraction for the inhabitants of Newfoundland, "an alarming exodus" thence to Canada being now reported. 250 young men recently left Harbor Grace in a body for this country, and there were 100 applications for passage in the steamer *Ashdene*. The captain could only take 50, but the men were, it is said, so anxious to get to Canada that they agreed to sleep on the bare decks if the Captain would take them, and they were transported from St. John's to Montreal at \$5 per head.

The Senate Committee of the United States on Interstate Commerce has recommended that so long as the entrance fee of 50c. or \$1.00 every time an American vessel visits a Canadian port, on the great lakes or their tributaries, is demanded, all Canadian vessels be required to pay like fees in the ports of the United States; and that so long as the discrimination in tolls of 13c. per ton on products of the United States in favor of Montreal or ports below that city on the St. Lawrence River is made by the Dominion Government, a discriminating toll on the tonnage of Canadian vessels should be imposed upon all such vessels every time they pass through the Sault Ste. Marie Canal. There can scarcely be stronger argument for urging forward the construction of our own Sault Ste. Marie Canal.

The pension list of the United States continues to increase its formidable dimensions. The House of Representatives has already passed for the current year pension bills amounting to \$140,000,000. This is about \$60,000,000 more than was paid in 1889, but larger appropriations yet are being demanded. The *New York Tribune* points out that the total cost of the great standing army of France is only a little more than \$111,000,000, and the total cost of the German army less than \$92,000,000. Besides the expenditure for pensions the American army costs \$30,000,000. This is no doubt a grand provision for all sorts of bogus, as well as real, warriors of the Civil War and "their sisters and their cousins and their aunts," but contribution to which the Canadian is not likely to appreciate very highly.

Between the middle and the end of May between 9 and 10 in the evening, Mars, which is now in the favorable position of an unusually good "opposition," may be seen in the south-east, not very high above the horizon, in the constellation Scorpio, the leading star of which, Antares, affords an interesting comparison with the planet. Antares (Alpha Scorpii) is a star of the first magnitude, though not a brilliant rival to Mars in his present position. But the juxtaposition is interesting from the redness of the star, to which it owes its designation, Ares being the Greek name for Mars, and Antares of course his rival or antagonist. It is supposed by astronomers, probably with justice, that the red stars are suns whose heat is far on the wane. The white or blue stars are probably the hottest, while yellow suns, like our own, occupy an intermediate place in the scale.

An Ontario contemporary of high standing has the following: "It is not very long since Pasteur was accorded a prominent place in a popular competition to name the biggest humbug of the century. But if the statistics recently published by his institute are true, he may now have the laugh on his detractors. According to these statistics, no less than 7,893 persons bitten by mad dogs were treated by the Pasteur method between January 1, 1886, and December 21, 1889. Of these 53 died. Since the percentage of deaths among persons ordinarily bitten by mad dogs is placed by physicians at 15.90, it would appear that 1,265 lives have been saved by the institute." Our contemporary's information is imperfect and two facts render it misleading. First, there is no evidence whatever that a majority of the animals were really rabid—the thing has been a gigantic scare. Secondly, M. Pasteur's necrology totalled 186 up to April, the statistics having been very carefully gathered.

More than once has it occurred that the romance or the satire has been the unconscious precursor of scientific discovery. When the moons of Mars were discovered it was found that Swift had ascribed a satellite to that planet in Gulliver's voyage to Laputa. Specimens found on the coast of Newfoundland verify Victor Hugo's Devil Fish, and Jules Verne's submarine vessel has become a fact in the hands of French torpedo-boat scientists. The French submarine vessel, immersed at a depth of six feet, is reported to have passed under five torpedo boats ranged side by side, feigned an attack on an English vessel, cut the chains of five buoys, thrown out of gear the screw propeller of a war vessel and deposited a false torpedo under a raft. Notwithstanding this apparent success, however, we are disposed to think that under the conditions of actual warfare not only the new submarine vessel, but torpedo craft of all sorts will be found to be less formidable than is popularly supposed.