

# 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.

There's a good time coming. It is understood that pending the acceptance of certain modifications suggested by the Government, the contract for the Atlantic fast mail service has been awarded to the Hartington Syndicate, of which Bruce Douglass is the negotiating representative. The terms require a weekly service of an average speed of nineteen knots. The steamers are to be of first-class equipment in every respect and to make their exclusive western terminus in Canadian ports. The proposed route is from London to Cherbourg, France; thence to Plymouth, England, to call for mails and passengers, and from the latter port to Quebec in summer and Halifax in winter. The trip across, either way, is to be made in five days, a reduction of three days in the time now consumed in a voyage between Liverpool and Halifax. The Naval Construction and Armament Company (limited) has its shipyards at Barrow-in-Furness, Lancashire, and the magnitude of its facilities may be guessed at when we mention that a short time ago eleven ocean steamships were in course of construction there at the same time. Bruce Douglass was for years the manager of the famous Elder shipyards in Glasgow, probably the largest shipbuilders in the world. He left there to become manager of the company in Barrow. He came to America with the Iron and Steel Institute people, and while in Canada utilized his opportunity to secure the contract for the fast Atlantic liners. If the modifications proposed by the Government prove acceptable and no hitch occurs, next season will see the launch of four fast steamships from the yards at Barrow-in-Furness for the Atlantic service. This long needed improvement in our Atlantic ferry, together with a similar service on the Pacific, between the western ports of the Dominion and ports in Japan, China and India, will prove of inestimable benefit in extending Canadian trade. The new steamers for the Pacific service are to be called respectively the *Empress of Japan*, *Empress of China* and *Empress of India*. The latter is ready for sea, the *Empress of China* is launched and the *Empress of Japan* will be ready next June. The Barrow-in-Furness Company have the contract for building them, and the cost is over a million dollars each. The same company have also been asked to open negotiations for the construction of ships required by Australia for a service between Australian ports and Vancouver, B. C. As a rule this company confines itself to shipbuilding and does not undertake sailing contracts, but should the negotiations

now pending come to a successful issue another wealthy company of ship operators is ready to undertake the task of managing and maintaining the great ocean liners in their work. The subsidy required is probably large, but this is unavoidable, and the service we must have. A Glasgow despatch states that the Allan Line people do not believe that the new line will pay unless the Canadian Government guarantees a ruinous subsidy, but then it is scarcely likely that the Allans would approve of a new service. It would take the wind out of their own sails.

The extent of a conflagration is by no means dependent upon the size of the spark that starts it. No one has been greatly concerned by the news that there has been a change of ministry in the little kingdom of Greece. Nevertheless that means that a spark has been dropped in very combustible material. It remains to be seen whether the spark will die out or kindle a flame. The new leader of the Government, Delyannis, is the chief of the progressive Extremists. His elevation is the avowal that the people are for extension of territory and determined hostility toward the Turks. They are tired of the prudent policy of Tricoupis and wish to hasten, if possible, the demise of the "Sick Man" who is taking so long to die. Greece wants a great deal of what is now Turkey-in-Europe. She wants Crete, and Thesaly, and Epirus, and Macedonia. But she wants more than this. She wants the leadership of the so-called Balkan States, the chief place in what may come to be a Balkan Confederation when Turkey-in-Europe is no more. There are vast possibilities of empire in this corner of Europe, together with mighty resources and a commanding situation. If Constantinople could be fixed firmly in the hands of such a Confederation one of the chief difficulties of the Eastern Question would be at an end. The new power would be able to take care of itself without subservience to either Russia or Austria, both of whom are waiting so eagerly to divide the spoils. In the Balkan Peninsula there is the making of a state of the first rank, with a territory as large as that of Spain. It is not strange that Greece should aspire to such a northward extension as would enable her to touch frontiers with Servia and Roumelia and make herself felt in those sanguine and expectant regions. By her thorough going devotion to liberty, together with her firm constitution, to say nothing of the prestige of her past, Greece is peculiarly fitted for the leadership to which she aspires. But in Bulgaria, who has developed such undreamed of vigor and capacity, and in the ripe dignity of Roumania, she has no mean rivals to outstrip. The problem which must be solved between the Piraeus and the Danube mouth is one of the most interesting in the modern world. The appointment of M. Delyannis to the premiership at Athens means that Greece is pressing for a solution—and in the nature of that solution all the armies of Europe are concerned.

The flood of atrocious revelations precipitated by the action of Mr. Walter Barttelot in publishing his dead brother's diaries containing charges against Stanley must have reached its highest mark now that Mr. Bonny has spoken. He makes things out far worse than Stanley hinted, and not only Major Barttelot but Mr. Jameson also have had horrible accusations made against them. The story of the poor girl, whom it is alleged that Mr. Jameson had purchased and killed in order that he might take sketches of a cannibal feast, is too ghastly to relate, and without some further proof it is impossible to believe that any civilized being could be so lost to all humane sentiments. It appears, however, to be a fact that Major Barttelot was a very hasty and violent tempered man, and treated the men under his charge with great cruelty, a course of action that eventuated in his own death. It is almost incomprehensible why Walter Barttelot should have started this investigation, unless he knew nothing about his brother's disposition and character. The most charitable construction we can put upon Barttelot's behaviour in Africa is that he had lost his reason and was not responsible. The Emin Relief Committee have decided not to take any immediate action relative to the charges and counter charges made by members of the expedition. It was also decided to leave it to Mrs. Jameson as to whether or not she would publish the letter from her husband regarding cannibalism. Mrs. Jameson has, however, published the letter, which was written about a fortnight before he died. It tells the story of the cannibal feast of which Jameson was the willing witness. The sketches he made were done in the evening after the events. Mr. Stanley has placed at the disposal of the *Times* all the documents connected with the rear column, including Bonny's original report and the officers' log-book. This will shed more light upon the subject. Meanwhile Stanley's reputation, which is of more value to the world than either Barttelot's or Jameson's, has been vindicated, and to judge by the reception accorded him in New York a few days ago, the controversy has done him no harm. A searching investigation ought to be made into the whole matter, and the rights and wrongs of it placed where they belong.