

Messenger and Visitor

THE CHRISTIAN MESSENGER
VOLUME LXVII.

THE CHRISTIAN VISITOR
VOLUME LVI.

Vol. XXI.

ST. JOHN, N. B., Wednesday, May 17, 1905.

No. 20

On May 5, at the Mansion House, London, a farewell banquet was given to Mr. Joseph H. Choate, the retiring United States Ambassador. Mr. Choate has discharged the duties of his honorable office with fine tact and ability, winning the cordial appreciation of the Government and the people of Britain. The farewell dinner is described as one of the most remarkable gatherings of notables ever assembled at the historic residence of that picturesque person, the Lord Mayor of London. Mr. Ballour, in toasting Mr. Choate, said: "No greater honor could have been done me, than to have proposed this toast." He congratulated the Lord Mayor on being the host of Great Britain on this memorable occasion. Mr. Choate, he said had been with Britons in days of mourning and rejoicing, of disaster and of victory, not only as the representative of a great state, but ever ready to take part in any phase of British public life not connected with politics, and had ever played his part with distinction. Mr. Ballour dilated on the close relations between the two countries, and the common sentiment of amity which survived always, despite the mistakes of official leaders. On rising Mr. Choate was greeted with rounds of applause. He spoke at considerable length, and with much feeling. He said that he was homesick, and glad to be returning to his native land, where old friends were diminishing as fast as new ones were making here. If he remained much longer, he said he would have a worse disease than homesickness, namely, Anglomania. An American President had once wisely said that he would not trust an ambassador in England more than four years, because the English would spoil him. They would not spoil him as the children of Israel spoiled the Midians, but contrariwise, by heaping compliments and benefits upon him. He said he dare not trust himself to speak of the honor he felt in being the guest of such an assembly, gathered to say farewell. "Altogether too much credit has been attributed to me," said Mr. Choate, "for the happy and delightful relations now existing between the two countries. If I have contributed to maintain what I found when taking the office, I will be satisfied. I have never been called into the presence of the King or his illustrious consort without finding them full of friendship for the country I represent. The King's instincts for peace are unerring, and his genius for conciliation perfect, as he has shown the world in recent weeks." Before concluding Mr. Choate paid a tribute to Whitelaw Reid, his successor as ambassador at the Court of St. James, and read from his recent speech in New York as a worthy introduction of the new ambassador. He said the British people would find his successor and old friend had been a life-long advocate of friendly relations with Great Britain.

Mr. J. J. Illanes Casanova, a Mexican dairyman, is on a three months' visit to the United States and Canada in search of information and ideas of which he expects to make practical use upon returning to his home in the South. Mr. Casanova is said to be very favorably impressed with what he has seen in Canada. Upon being asked what he thought of Canadian dairying methods, he replied that they were the best in the world, particularly in Eastern Ontario and Quebec. He would like and is anxious to see installed in Mexico a creamery business similar to that in Canada. Mexico lacks the natural facilities for refrigerators, but the Mexican Government has promised to give liberal concessions to any one who will embark largely in the business. There are two or three storage plants used there in connection with the creameries. While in Chicago Mr. Casanova visited different artificial ice plants, the ideas of which he is carrying to his home to put into use, which he thinks will become general in the country in a short time. He made an inspection of one of the finest butter and cheese factories in the Brockville, Ont. section before returning to New York.

Following is the account given of the test of Professor Montgomery's flying machine at Santa Clara, California, of which test Prof. Graham Bell says that it is the most significant yet made up an

up through the air by a balloon until man and machine looked about as large as an eagle, and then the winged aeronaut cut the balloon rope. The aeroplane instantly settled on its filmy, silken wings, while the huge balloon went tumbling and rolling away on the wind, and dwindling in size and falling toward the ground. With the daring aeronaut (whose name is Daniel Maloney) poised on the framework at a level lower than that of the wings, the machine acted as parachute and guaranteed safety to the aeronaut even in the event of an inability to direct or steer. Slowly and steadily the machine circled in one direction and then in the other, repeating these movements several times. The aeronaut headed straight before the wind and then took a sudden dive. "He's steering downward," said Inventor Montgomery, in response to my exclamation at the sudden tumble. Then on the moment the wings turned gracefully back to the horizontal position. The aeroplane again glided about in a circle, and after heading back into the eye of the wind it mounted perceptibly. Twice the feat of sailing up was accomplished. Gradually we groping mortals, who watched from the ground, began to realize that the aeronaut was truly flying on wings and seemingly with the utmost ease. The performer, sailing on wings high above Santa Clara and San Jose, was known to the world as "Professor Laselles" until Professor Montgomery requested him to use his own, true name of Daniel Maloney. The craft he was steering had been named the "Santa Clara," and it was obvious that he had full control of it. He accomplished just what a bird accomplishes in flight without tiring its wings. He sailed on the air and rose and sank at will, and finally came down to the ground from the highest elevation of almost 4,000 feet as a bird would come, slowly circling round.

The Auditor-General.

The Auditor-General of the Dominion, Mr. J. Lorne McDougall, has made another report to Parliament reiterating his desire to have the Audit Act amended. It is impossible, he says, for him to remain in the position unless the Act is amended in particulars which he regards as very important, and he desires to know at the earliest possible moment whether or not the representatives of the people agree with him. In 1903, after a severe contest, the Auditor-General states, he reduced the Cornwall lighting contract by \$700,000, but during the controversy was informed that he was overstepping his duties. If he did exceed his duties he succeeded in saving much public money, and he thought that the Government and Parliament would at the earliest opportunity have amended the Act so as to put it in his power to do so again should the opportunity occur. An amendment of the Audit Act was proposed in 1903 but it proposed to curtail the powers of the Auditor, and the effect would have been to prevent his again making such a fight in defence of the public treasury as in the Cornwall contract. The amendment was withdrawn, but its introduction made the impression upon the Auditor that he had in some way offended the Ministers, and would have only his power under the Act to rely on to carry out the duties of his office. The Auditor-General, evidently feels that he has some ground of complaint on account of the way in which he has been treated, and that his endeavors to safeguard the public treasury, have not met in some quarters with that cordial approval which he naturally thinks he had a right to expect. He says for some reason the saving of that large sum of money was looked upon as an official crime. "I would feel bound by my duty as Auditor-General to remain in office at this the beginning of the enormous expenditure on the Grand Trunk Pacific, while I have bodily and mental vigor for the important part, and while Parliament thinks that my experience is likely to be of service, but I feel that if nothing else justified my leaving, the reputation which I am bound to lose, with defective enactments administered by a Government which does not see public expenditure as I do, would call for my leaving the service. Now, do not suppose that this action of mine is at all the result of indifference to the welfare of myself or those dependent upon me. I cannot, however, lose sight of the fact that if I were entrusted by a private individual with the guardianship of his money I could not take any part of it without becoming subject to the rigors of the criminal law. Is it less despicable to see other people obtain improperly the people's money and not point it out clearly and fully at the appropriate time, when it is a part of my duty as understood by

everybody to see that plunderers of the public funds attract public attention? I am 66 years of age. I have no other position in view. I realize how difficult it will be to obtain one when I leave this. The salary I have did not enable me to save. The office I occupied did not enable me to make money in any other way. When I go I go a poor man."

Japan Indignant.

Japan apparently has been profoundly excited over the alleged violations of French neutrality by the Russian fleet in Indo-China waters. Japan newspapers have been expressing strong indignation over the course which France is said to be pursuing in the matter, some of them declaring that the assurances of the French that they would preserve neutrality are false, and calling upon the Japanese Government to take vigorous action. Even when the country was on the verge of war with Russia, it is declared, the Japanese press did not show greater excitement and indignation than it has shown in reference to this matter. The inflamed condition of public opinion in Japan is naturally reflected in Great Britain where it is recognized that if France is really playing fast and loose with her professions of neutrality the situation is one of extreme danger to the peace of Europe, since such action persisted in by France would almost certainly lead to a demand on the part of Japan that Britain should come to the assistance of her ally. The London Times has taken a serious view of the situation and says the British people cannot afford to treat with indifference this claim on the part of the Japanese press. The Times also warns France that it would be a deplorable error to treat the complaints of the Japanese with a light heart. "The French will understand," it says "that any action England may take will be inspired by the strongest wish to avert the possibility which might dissolve the entente between England and France and compel the two countries to take opposite sides in a great international controversy." . . . It is not likely that the French Government is countenancing any infraction of its engagements as a neutral power. But it may be difficult for France with its comparatively small naval forces in Indo-Chinese waters to prevent abuse of neutrality by the Russian squadrons, if the Russian commanders take the matter into their own hands and make promises which they fail to fulfill. It is perhaps reasonable, too, to conclude that there has been less violation of neutrality than the Japanese newspapers have been led to believe. Baron Hayashi, Japanese Minister to Great Britain, is quoted as saying: "Although the situation is very difficult there is no crisis at present. At the same time it would be unwise to allow popular feeling in Japan to be further inflamed, as it might become uncontrollable. This undoubtedly is very appreciated in France, and there is every reason to suppose that France will see the way to relieve public anxiety and render the possibility of the extension of the sphere of the conflict out of the question."

The Transcontinental.

According to a despatch from Ottawa the surveys of the Eastern division of the National Transcontinental Railway have made it clear that a route has been located with a maximum grade of four-tenths of one per cent. of the whole distance from Moncton to Winnipeg. This is considered equivalent for practical purposes to a dead level road and is something which is not to be found on any road on the Continent for the same distance. It was announced some time ago that a route of this character had been located through the province of New Brunswick. The reports of explorers had indicated that a route equally level could be found between the New Brunswick boundary and the city of Winnipeg, and now it is said the reports of the surveyors have confirmed the indications of the explorations. While the precise route which the road will follow has not yet been made public it is understood that a great portion of it is through country which does not involve cutting operations that would bring up the cost of constructing a level road to a prohibitive figure. The curves are reported to be easy, and the greater portion of the country through which the line will be built is adapted to settlement, insuring local traffic through the length of the line. There is said to be plenty of timber and abundant mineral indications. The greater part of the location surveys will be completed during the autumn. This will enable the contractors to get their supplies and materials in over the snow during the winter, and have everything in readiness for beginning work as soon as the frost leaves the ground in the spring of 1906.