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London's Population. The present population of London, as shown by the returns of the census lately completed, is 4,536,034. This includes, besides the city proper, twenty-eight boroughs, the whole forming what is termed the Administrative County of London. These figures approach to within about 200,000 of the population of the whole Dominion of Canada according to the census of 1891. The gain in London's population during the last ten years of the nineteenth century amounts to 308,717. The increase has been principally, if not wholly, in the outer or suburban districts. The tendency within the limits of the ancient city is in the opposite direction.

The Race Problem. It is stated as the opinion of one of the commissioners of the census in Montreal, based on the returns which are now about complete for the city, that mixed marriages between the English and French elements of the population are less frequent than formerly. The opinion is probably well founded. In the interests of national unity it would seem highly desirable that the two races should mingle and coalesce, but the tendency is evidently not in the direction of transforming the two races in Canada into a homogeneous people. The effect of Confederation, though it has doubtless done much to enlarge the political outlook of the people and to foster national aspirations, has done nothing to obliterate distinctions between the two nationalities. On the contrary by placing the French language on an equality with the English in the Federal Parliament it has had a very considerable effect in promoting *esprit de corps* and national aspirations in the French speaking people of Canada. The fact that the line of cleavage in religion follows so close the race lines also of course tends strongly to keep the two nationalities distinct. There is always present the danger that race distinctions and prejudices shall be turned into actual antagonisms through the influence of unscrupulous and reckless politicians, ready to subordinate the country's highest interest to a party or a personal advantage.

The late Judge King The death of the Hon. Judge King of the Supreme Court of Canada, which occurred at his residence in Ottawa on Tuesday of last week, removes a man who had been deservedly prominent in the political life of his native province and also as a lawyer and a jurist both in the provincial and the federal arena. Mr. King was born in St. John, in 1839, and has therefore been taken away at an age when it might reasonably have been supposed that his most valuable service as a jurist was yet to be given. He was a son of the late George King, a ship-builder of this city. The son, George Edwin King, was educated at Mount Allison Academy and the Wesleyan University, Middletown, Conn. He was called to the bar of New Brunswick, in 1864, and was appointed Queen's Counsel in 1873. Having entered political life as a member of the Provincial Legislature, in 1867, his ability for public affairs and his legal talents soon obtained recognition and he became Attorney General in 1870. From 1872 to 1878 he was also leader of the Government. Chief among the Acts passed during Mr. King's premiership was the Free School Act, in the enactment and defence of which he displayed great ability and force of character. In 1880 Mr. King was appointed a Judge of the Supreme Court of the Province, and in 1893 was appointed to the Supreme Bench of Canada. In 1896, Judge King was appointed a commissioner under the treaty of 1896 between Great Britain and the United States for the hearing and settlement of claims for compensation made by owners of the British sealing vessels for seizures by the United States officers in Behring Sea.

British Politics It now appears that the predictions so confidently made a short time ago of Lord Salisbury's almost immediate retirement from public life are not to be realized. The report now is that Lord Salisbury's health has mended much under the influences of a more genial

climate and that he will remain at the helm of public affairs until after the coronation. It is also stated that Mr. Chamberlain will not leave the Foreign Office until the South African question is settled—a statement which implies a somewhat indefinite term of office. According to Mr. I. N. Ford, the New York Tribune's London correspondent, there is a profound sense of relief among the Tories that there are to be no changes for the present in the personnel of the Government. They are grateful, we are told, to Sir Michael Hicks Beach for holding the ground and resisting Mr. Chamberlain's influence. They assert that Mr. Chamberlain could not keep the party together if he were in command in the Commons and that Mr. Balfour could not be spared from the leadership. Political experts agree that "suaviter in modo" is more important than "fortiter in re" when a large body of followers needs to be kept under discipline and a faction-ridden Opposition to be coaxed into good behaviour. Mr. Chamberlain is a hard fighter but is not tactful. Mr. Balfour's amiability oils the wheels of legislation; he can pay a great compliment to Mr. John Redmond for the sake of being relieved of a vexatious obstruction, and he never hurts friend or foe without privately expressing his regret. The Liberal party still suffers from the lack of a really able and commanding leadership. Its leaders are criticised for having failed to make the most out of recent opportunities especially in connection with the Government's scheme—an abortive scheme it seems likely to prove—for the reform of the army.

An Unearned Increment. The destruction of a bank note, while representing a loss to the person to whom at the time it happened to belong, represents of course a corresponding gain to the Bank which issued the note. A great deal of paper money lost to its owners is found and retained (dishonestly or otherwise) by others, in whose hands it constitutes a liability for the Bank as before. In such cases it is of course the finder and not the Bank which gains by the loser's misfortune. There are, however, large numbers of bank notes which are not only lost to their rightful owners, but (by means of fires and otherwise) absolutely destroyed. By so much the Banks or the Government issuing the notes are gainers. But the gain would be both more apparent and more real if the issuers could know that certain notes have been actually destroyed. As they cannot know this, these destroyed notes must continue to form for some time a part of the liabilities of the Banks issuing them. At the same time Banks can safely allow a reasonable per centage for destroyed notes which they will never be called upon to redeem. Judging by the history of the fractional currency issued by the United States Government during and immediately after the civil war, the loss would appear to be something like four per cent., but on account of the smallness of the denominations included in that issue, the more common and careless use of the "shin-plasters," and their greater liability to destruction during the war, it is probably that this percentage of destruction is considerably higher than it would be ordinarily. It is evident, however, that the "unearned increment" of the banks resulting from destroyed notes is quite considerable.

The Maritime Prohibition Convention. The Maritime Provinces met in Truro on Tuesday and Wednesday of last week. The attendance was not large, the only officer present being Mr. A. B. Fletcher of Truro—vice-president for Nova Scotia. Among the more prominent prohibitionists in attendance from a distance were Rev. Dr. McLeod of Fredericton, Rev. H. H. Roche of Annapolis and Rev. C. P. Wilson of Yarmouth. At the first meeting on Tuesday evening, Mr. T. M. King, of Truro, occupied the chair. A reorganization was effected by electing the following officers: President, Rev. Dr. McLeod; vice-president for Nova Scotia, A. B. Fletcher, Truro; vice-president for New Brunswick, W. L. McFarlane, Nashwaaksis; vice-president for P. E. Island, Rev. H. Carter, Summerside; secretary, Rev. H. H. Roche, Annapolis; treasurer, Peter Fraser, New Glasgow. At a subsequent meeting of the Convention a constitution was adopted, which names the organization the Maritime

Prohibition Association; declares its object to be to secure such united action by the electorate as shall overthrow the liquor traffic in Canada by prohibitory legislation, and provides that any elector may become a member of the association who approves of its object, subscribes to its constitution and pledges himself to vote for only such candidates for Dominion or Provincial Parliaments as are total abstainers and publicly promise if elected to use their influence and vote for the speedy enactment of a prohibitory law, regardless of party interests. The constitution further provides for a yearly meeting of the Association at the call of the executive. In the course of discussion a number of those present questioned the utility of a Maritime organization and expressed the opinion that better results would be secured through provincial associations. President McLeod did not favor the Maritime Association as a working body, but believed it good as a council, and at his suggestion it was decided to continue the Maritime Association for another year with the view of organizing the individual provinces and finally co-operating with the Dominion Alliance. Then the Maritime Association would be composed only of the executive of the provincial organizations and be simply a council. Dr. McLeod is reported as having spoken strongly in condemnation of the Gothenburg system and expressing the hope that it would not be introduced into Canada. A resolution was also adopted adverse to that system and declaring the conviction that "the only rational solution of the drink evil lies in the entire prohibition of the importation, manufacture and traffic in all intoxicating liquors for beverage purposes," and urging the enactment of such laws as shall secure prohibition in Canada. It was decided to prepare a memorial to the Government to be presented through Messrs. Flint and Gourley, asking an amendment to the Scott Act to provide for searching suspicious premises at night, and for hard labor for liquor sellers convicted.

The Steel Industry The report of the acquisition by the great Morgan Syndicate of the Sydney Iron and Steel works, which created something of a sensation some weeks ago, has been revived. The report may not have any basis in fact, but there seems to be no reason to regard it as absurd. If the great American trust desires to obtain control of the Sydney works there is probably nothing to prevent its doing so. The recent purchase by the Morgan Syndicate of the Leyland line of British steamships has caused a considerable sensation in London, and it is said to be the opinion in New York that this line has been acquired in anticipation of the control by the same syndicate of the Sydney works. In this connection it is said that even if Great Britain should impose a tariff on steel produced in foreign countries, the possession of these works at Sydney would make it possible for the Morgan Syndicate to enter the English market in competition with the English manufacturers, since it is argued Great Britain would not impose a duty upon the products of her colonies. But if the Morgan Syndicate intends to acquire the Sydney works, the intention doubtless rests upon the fact (which seems to be undisputed) that steel can be produced in Cape Breton considerably more cheaply than elsewhere on this continent. It is a well recognized fact too, that the steel products of the United States are now being placed in British markets, at prices extremely embarrassing, if not ruinous, to British competition. It may be mentioned in this connection that the statement has been confidently made within the past few days, that another syndicate composed of English and American capitalists has secured a fifteen days' option on the properties of the Nova Scotia Steel Company, including the works, coal and iron areas at New Glasgow, Sydney Mines and Bell Island, Nfld., that there is every probability that the transfer will take place, and in that case the syndicate will proceed to the erection at North Sydney of an iron and steel plant outrivaling in magnitude the operations now being carried on at Sydney.

Since the above was written it has been very confidently affirmed in the news columns of the daily papers that it is the Morgan Syndicate which is about to acquire the properties of the Nova Scotia Steel Company. If that is true the transaction may or may not be a step preliminary to the acquisition of the Dominion Iron and Steel works at Sydney.