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Mr. Fitzpatrick and Rome.

A speech recently delivered by Solicitor-General Fitzpatrick in the Dominion House of Commons has evoked not a little criticism. The portion of the honorable gentleman's speech that has been especially commented upon is the close of it, where, after having discussed the Manitoba School settlement, he states that he had gone to Rome, and proceeds to give his reasons for having done so. Mr. Fitzpatrick states that he did not go to Rome in behalf of the Government of Canada nor in the interest of the Government. He went, he declares, as a Roman Catholic to bring a grievance which he felt he had in common with other Roman Catholics before the head of their church. If Roman Catholics of the party with which Mr. Fitzpatrick is connected, believing that their political rights were being unduly interfered with by certain Canadian bishops, chose to appeal, as Catholics, from the authority of the bishops to the decision of the Pope, we suppose that it is not a matter with which the Protestant people of Canada need feel especially concerned. But if it was necessary that Roman Catholic Liberals should send a messenger to Rome on such a mission, it seems unfortunate to say the least, that the gentleman selected for the purpose should be a member of the Dominion Government. It requires us to make nice discriminations between what the gentleman does as a Roman Catholic and what he does as a minister of the Crown. It appears perhaps still more unfortunate that the Solicitor-General, speaking on the floors of Parliament in explanation of his visit to Rome, should permit himself to make use of such language as the following:

"I will say this, that it is to me, and I believe to many others a source of comfort, a source of gratification to feel that while we belong to a religious body in which there are over 240,000,000 of subjects, anyone, however humble he may be, can go to Rome, and within two days after he reaches there go to the head of the church and tell him the grievance, and he will be listened to and heard. That is what I did, and that is what I boast of. I say that any man who belongs to a church that can accomplish such a thing as that has something to boast of. There are few people perhaps who realize what the Pope's influence is. Men talk about the British Empire, about Russia, Germany and France, and one imagines when he speaks of these countries he has spoken of the Queen of power there is on earth; when he speaks of the Queen of England or the Emperor of Russia or the Emperor of Germany. All that influence is nothing compared with the influence wielded by him who presides at the Vatican."

Being a Roman Catholic, Mr. Fitzpatrick might be expected to entertain a high respect for his church, an exalted opinion of the Pope and his influence, and he has a right to boast of the matters to his heart's content wherever he can get a hearing outside the walls of Parliament. But Mr. Fitzpatrick should understand that the House of Commons is no place for him or any other member of Parliament, and especially any member of the government, to boast of the greatness of his church and, as he thinks, the transcendent influence of the Pope. If some ultra-Protestant member of the Government should entertain the House with his candid views as to the character of the Roman Catholic church, the Solicitor-General would perhaps open his eye to the fact that the House of Commons is not the proper place to discuss the merits of Roman Catholicism.

Atlantic Steam Services.

A proposal embracing some novel features has recently been made, it is said, by a British syndicate to the Dominion Government in reference to a fast Atlantic service. It is proposed to provide for a twenty knot service between Milford Haven in Wales and Middle Milford on the Strait of Canso, N. S. It is claimed that, with such a service, the voyage between the two ports can be made in four days. The harbor on the Strait is easily accessible and in other respects, it is said, possesses the features required. It is within seven miles of the present terminus of the Intercolonial, or Eastern extension of that road. The syndicate, if its proposals should be accepted, would build over this gap and transfer mails, passengers and express freight to the Intercolonial. They would also, if it were desired, run their steamers to Quebec or Montreal in summer and to St. John or Halifax during the winter. The route, if the four days' ocean passage can be realized, would have so great advantages over all others as a speedy mail route that its promoters claim the mails both of the United States and of Canada would certainly be sent by it. It would also attract that class of passengers with whom economy of time in a voyage is a paramount consideration, but most passengers bound to New York or Montreal would no doubt prefer to travel by steamers which would carry them directly to their destination. From the standpoint of Imperial interests, such a line might be regarded with favor, since it would form a means of speedy connection with the trans-Pacific line of steamers, and, it is claimed, would make it possible to transfer a regiment of soldiers from London to the Pacific Coast within ten days. But as the Canadian Government has already signed an agreement with Messrs. Petersen, Tait & Co. of Newcastle, for a fast Atlantic line, and the transaction now awaits the like action on the part of Her Majesty's Government before being submitted for approval of the British and Canadian Parliaments, it would appear that the Dominion Government is hardly in a position to consider the proposition which it is stated is now being made.

Greece and Turkey.

On the 9th of April there was an invasion of Turkish territory in the neighborhood of Blazona by considerable bodies of armed Greeks. The invaders are not a part of the Greek army but are described as "irregulars." The expedition was promoted by a patriotic society, known as the Ethnike Hetairia or League of Victory, and was organized without the direction of knowledge of the Greek Government. It is however stated that some officers of the Greek army were with the expedition, and it is probable that the Greek military authorities on the frontier were not ignorant of the movement against the Turks. There were hostile encounters at several points between the Greek invaders and the Turkish forces. According to the despatches the fighting in some cases was severe, resulting in considerable destruction of life. It is represented that the advantage generally rested with the Greeks. The government at Athens does not acknowledge responsibility for this raid, but it would be powerless, even if it so desired, to call the raiders to account. The Greek government is probably quite alive to the great danger of provoking war with Turkey and would desire to preserve the peace. But the government evidently is not master of the situation. To take a stand against war would cause an insurrection in Greece. The "patriots" of the class, who are organized in the Ethnike Hetairia, are evidently

determined to bring on a conflict, believing or hoping that the people who inhabit the Turkish provinces bordering on Greece will join them in a life and death struggle against the tyranny of the Czar. Whether or not the expectation of the Greeks in that direction would be realized is altogether doubtful. The latest word from Athens is that war is now regarded by the Greek Government as inevitable, the hope that the powers would agree on some course that would render that issue avoidable having been abandoned.

A Rise in Rents.

There are evidently many people who believe that the Queen's Jubilee procession in London will be something worth seeing. Places advantageous for observation are being engaged at fabulous prices. Speculation is running wild in the matter and those who are so fortunate as to have premises along the route are in the way of reaping a golden harvest. In some cases buildings are being rented for the occasion for sums which represent more than their actual value. A warehouse with many windows overlooking St. Paul's churchyard has been rented for \$125,000. The two richest Dukes, Westminster and Devonshire, had offers of \$50,000 apiece for the use of their town mansions on Jubilee Day. The offers were not entertained. The same sum was accepted by a west end hotel on an American syndicate for possession from the evening before to the morning after the procession. Even on these terms it is believed that the hotel will suffer by the arrangement. Five thousand dollars have been paid for a house in St. James street, of which the annual rental is only \$1,000. Lord Glenesk let the upper windows of the "Morning Post." He has handed the amount to the Newspaper Press Fund. Four thousand dollars has been paid for two rooms in Piccadilly, and for a shop window holding ten people, for which \$150 was paid ten years ago, \$450 has now been obtained.

That Fast Line.

The subject of the proposed fast Atlantic steamship line occupied the attention of the Canadian House of Commons for a time on Tuesday last. Sir Charles Tupper recalled the history of the movement down to the time of the resignation of the late ministry. He stated that two tenders had been made for the service, one by Huddart and the other by Allans, the latter being a trifle lower than the former. Sir Richard Cartwright said the present government had not regarded the proposals of the Messrs. Huddart or the Messrs. Allan as tenders since they were made subject to qualifications and conditions which left those firms at liberty to withdraw afterwards. The Government, Sir Richard said, had considered and accepted the much more advantageous proposals of Messrs. Petersen and Tait, which guaranteed a much better service at about two-thirds the cost of that proposed by the Messrs. Allan. Sir Charles intimated that there was some question as to the financial ability of Messrs. Petersen and Tait. Hon. Mr. Davies pointed out that the arrangement with the latter would require to be confirmed by the Imperial Government and then receive the endorsement both of the Imperial and the Dominion Parliaments before it would become operative. The proposals lately made in reference to the so-called "Milford" service was mentioned, but Sir Richard Cartwright said it had not been seriously considered.