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Germany and The Baltic.

The newsmakers have been very busy guessing about the object of the recent meeting of the Czar and the Kaiser. The guess of the Berlin correspondent of the London 'Daily Express' is that the Kaiser's visits to the Czar, King Oscar of Sweden and King Christian of Denmark all had one object, that is to procure an agreement to exclude from the Baltic the warships of all countries except those which have coasts on the Baltic, and applying the same restrictions to the Sound and the Great Belt as are applied to the Dardanelles. Whether or not there is any truth in this view of the object of the Kaiser's visits, it appears that the projected cruise of a British fleet in North Sea waters is regarded with much disfavor in Germany. It has aroused the anti-British feeling of the country, and the claim is being put forth that Germany has the right to exclude foreign warships from those waters. The protest is made especially against the reference in the British announcement of the cruise to the Baltic as an open sea. The 'Reichsbote,' an influential Conservative organ, in voicing the protest, proclaims Germany's displeasure at what the paper describes as manifestly a naval demonstration connected with the Kaiser's cruise and the German naval visits to Sweden and Denmark. It says: "England has no possessions of any description on the Baltic which might involve the defence of her national interests. She bases her measures there solely on the idea of her general supremacy on the sea, and of her monopoly alike of sovereign position in all the waters of the world. In consideration of the interests of the countries bordering on the Baltic, for which it may easily become a vital question, the time has come to make the Baltic a 'mare clausum' for foreign warships, to close it entirely to their incalculable manoeuvring projects. Now the German Empire must be and must remain supreme master of the Baltic, and must do everything to make this supremacy stable. We cannot see what objection England, if she has no rival aggressive designs, could raise against this." The London 'Morning Post' takes the article in the 'Reichsbote' on the making of the Baltic a closed sea seriously. It fears the Germans, or part of them, are seeking to fix a quarrel on England. It cannot conceive the ground for a quarrel, but says if Germany is determined on war about something or nothing, the sooner it comes the better.

What Hope of Peace

The first session of the Russo-Japanese Peace Conference is to be held at Portsmouth, N. H. on Tuesday or Wednesday of this week. What the result is likely to be it is impossible at present writing to say, but recent utterances of the Czar do not encourage the hope of a speedy peace. Last week we noted the published statement of the Czar that he would not make a shameful peace with Japan or one inconsistent with Russia's greatness. Now another imperial message is reported to have been issued of a still more warlike character. Replying to addresses from Khabaronka, the Czar expressed hearty approval of the recommendation to continue the war until the enemy has been crushed, and above all not to think of the cession of territory or the payment of an indemnity. It is perhaps not unreasonable that these remarkable utterances of the Czar following his meeting with the German Emperor should be connected in the public mind with that rather mysterious conference. If these utterances of the Russian Emperor are to be taken as indicating his attitude toward the question of peace, and it seems impossible but that they do, it is easy to understand why the utterances of M. Witte, the chief representative of the Czar in the Peace Conference, should indicate small hope on his part that the negotiations would result in peace. If the Czar has sent his representatives to the Congress with instructions to consent neither to the payment of indemnities nor the cession of territory, all the world knows that he might as well have kept them at home.

Russia

Sir Edward Austin Richardson who recently resigned as aide-de-camp to Lord Leamington, Governor of Bombay, was lately in New York on his way to Halifax and to a representative of a leading New York paper expressed his mind quite freely in reference to the prospect of Russia ever conquering India. "India has

nothing to fear from Russia now or at any future time," said Sir Edward. "I have no doubt though that most Americans who have studied the matter think that a Russian invasion of India through Afghanistan would be as easy as a ride down Fifth Avenue on a bus. Quite absurd, you know. Why, Herat alone has a garrison of 30,000, with 50,000 more within easy call, and the forts are armed with the finest Krupp, Armstrong and Hotchkiss guns. The Amir of Afghanistan, moreover, has agents in every state in Asia, and at a word from him a hundred tribes in mid-Asia would rise against the Czar. No, an invasion of Afghanistan, to say nothing of an invasion of India through Afghanistan, would be no picnic. Throughout the Amir's long reign he has, with England's approval and help, been steadily arming against the Russians, in the same way that the Boers in a shorter period armed against England. And behind the Amir and Afghanistan stands the Indian army, commanding passes in which a regiment and a battery could dispute the advance of an army corps. No one knows better than the war office at St. Petersburg that the invasion of India is useless. When reminded that Lord Kitchener said recently that India was far from sufficiently protected from a possible Russian invasion, Sir Edward replied: "Well, Lord Kitchener, of course, knows his business. But he really does not fear invasion from Russia, although he said so. He simply desires to make doubly sure against the remotest chance of such a contingency—a sound policy to follow."

United States

Immigration

There can be no doubt that Canada and its resources are far better known in Great Britain at the present time than was the case a few years ago. And as a result of this increase of knowledge there has been a growing volume of immigration into Canada from the British Islands. But while more people from the mother country are coming to Canada, a still larger number of them prefer to go to the United States, and there appears to be little to indicate that a large proportion of British emigration westward is being deflected to the Northern side of the international boundary. For the year ending with June last, the total immigration into the United States reached the remarkable figure of 1,027,421, exceeding by more than 170,000 that of 1903, the year of the largest immigration previously. The British Islands no longer contribute to United States immigration the largest quota, but they increased the population of Uncle Sam's domain last year by 137,057, an increase of nearly 50,000 as compared with the preceding year. It is Austria-Hungary which now leads the list, sending to the United States last year 275,693 immigrants, and is followed by Italy with 221,479; Russia takes the third place with 184,897, and Great Britain comes fourth in the list. The immigration from Norway, Sweden, Denmark and Germany shows a slight decrease as compared with the previous year, but still totals more than 100,000. Since 1820 the United States has received 22,932,905 immigrants. Of these England, Ireland and Scotland have sent 7,286,357; Germany, 5,187,094; Italy, 2,000,252; Austria-Hungary (all since 1861) 1,971,431; Scandinavia, 1,730,722; Russia, 1,452,629. From these figures it is easy to see what a mixed and cosmopolitan race the people of the United States have become. It has been a stupendous task to take these vast increments from many races and languages and build them into the great commonwealth so as to represent a national homogeneity, and we can but wonder at the success with which it has been accomplished.

Harvesters for

the Northwest

According to the calculation of Mr. William Whyte, second vice-president of the C. P. Railroad, some thirty thousand laborers in all will be needed to assist in harvesting the grain crop of the Northwest this year, and Ontario, Quebec and the Maritime Provinces will be drawn upon to furnish a very large proportion of the men. The men must be got or the crop cannot be harvested. Except practical railway men few can understand what the transportation of such an army of harvesters means even to a great railway system like the C. P. R. It is calculated that the Maritime Provinces will supply four thousand of the men required. These will be transported first in order to get back the cars for use by the Ontario and Quebec contingents. Quebec will supply about five thousand,

and Ontario the balance. In 1903 the C. P. R. carried west 15,000 laborers, in 1904, 17,000, gathered from all sections of Quebec and the Maritime Provinces. This year it is expected these numbers will be exceeded. The harvest, according to reports, will be one week later this year than it was last, and the work of harvesting in most parts of eastern Canada will be completed before the men will be required for the west. Statistics show that over eighty-five per cent. of the men thus transported return, but some go back to select locations in the spring. The usual rate of twelve dollars from any point in the east to Winnipeg will again prevail, with the eighteen dollar return privilege.

The Chinese

Boycott

Dr. G. E. Morrison, the celebrated correspondent of the London 'Times' who has lately come from the Far East to America for the purpose of reporting to his paper the Peace Conference, makes rather light of the boycott of American goods in China. He thinks that the threatened boycott will not be carried out, as he cannot imagine a Chinaman for long refusing to buy goods out of which he could make a profit. On the other hand, the Shanghai correspondent of the 'Times' says: "The boycott of American imports, initiated doubtless by students educated in Europe, Japan and America, has assumed proportions that it is impossible to ignore. The unanimity with which local native guilds, including the important guild of the Cantonese merchants, is enabled to pass resolutions undertaking not to purchase American products is the most striking feature. The Consular protest is treated with ridicule by the Taotai, who professes himself powerless to curb the free action of the Chinese merchants. A genuine indication of the growth of the native public opinion is shown by telegrams indicating a readiness to co-operate in the movement, which have been interchanged between Nanking, Hankau, Canton, Chengtu and other places."

Persistence of the

Darker Races

Thirty years ago, says the National Review, it was common enough to meet persons, not educated, who talked as though the darker races were dying out before the gin, gunpowder, and disease disseminated by Europeans. Almost everyone knows better now, knows that the Chinese, the Hindu, the Arab, the Negro—the chief colored races, in fact—increase and multiply wherever the white man restrains war, famine and pestilence. Even the American Indian, between Texas and the Grand Chaco, is in no hurry to be improved off the face of the new world. The education of the colored races and their equipment by European science are only beginning. Yet the last decade has witnessed the defeat of two European powers—one by chocolate hued mountaineers and the other by tawny islanders.

At its recent meeting in Basle, Switzerland, the Zionist Conference decided not to accept the offer of Great Britain of a tract of land in East Africa for the formation of a Zionist colony. The decision was reached at the close of a long, and at times tumultuous, discussion, and was expressed in the following resolution:

"That the Zionist Congress firmly maintains the principle for the foundation of the colony in the Jewish fatherland, Palestine, or in that vicinity. The Congress thanks Great Britain for her offer of African territory, the consideration of which, however, is terminated, and hopes that Great Britain will continue to aid in the solution of Jewish questions."

The resolution was adopted by a large majority amid loud protests from the Socialist section, the members of which left the building.

It appears that British Columbia ports are likely to become to a certain degree competitors with eastern ports in the grain or flour shipping trade of Canada. While there is an eastern market which is reached by way of Atlantic ports, there is also a far eastern market the most direct road to which is by way of the Canadian West. It is reported that more than a million bushels of winter wheat from Southern Alberta will this year be carried westward to British Columbia mills, initiating the policy of making Vancouver a great milling centre from which the supply for the Orient may be shipped.