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## Crop Prospects in the North- west.

The intimate relation between good harvests in the Northwest and the general prosperity of the Dominion makes the report as to the condition of the crops at this season of the year a matter of great interest. It is of course still too early to pronounce with any confidence upon the results of the harvest, but the prospect upon the whole appears decidedly encouraging. There has been some complaint of too much rain of late, especially in Manitoba, and grain on low-lying grounds has suffered accordingly. Where natural drainage is good however it is said there has been little damage sustained. As to the high ground the report is more favorable, and the growth of grain is extremely heavy, showing excellent color, and development. In the territories, where the rain has not been nearly so heavy, but little damage has been done. Besides, the prairie section of Eastern Assinibola can stand a greater amount of rainfall than Manitoba, and the injury sustained by the excessive rain in that district are correspondingly less. Taken altogether, therefore, the outlook for the crops throughout the whole Northwest is, according to the C. P. R.'s report, most favorable.

## The Costly Fourth.

Fourth of July celebrations in the United States have become very costly affairs. The value of the explosives required by Uncle Sam's large and enthusiastic family to give emphasis to their patriotic sentiments must aggregate a very handsome sum, and to this the cost of the fires set by the fireworks adds very largely. But by far the most serious part of the business is the loss of life and the injuries sustained by those who, actively or passively participate in the celebration. According to information published by the New York Tribune on July 9th, the number of lives sacrificed in the celebration of the Fourth this year throughout the country amount to 52, while the list of injured shows a total of 3,049. If the experience of former years is repeated the number of injuries resulting in lockjaw will add largely to the number of fatalities. The casualties so far reported this year are slightly less than those of last year. Throughout the country, too, the fire losses were generally smaller than in former years. In Chicago 115 alarms were sent in during the twenty-four hours, but the losses were small. In Tacoma fireworks which were to have been set off as a finish to a big Fourth of July celebration, caught fire almost from the first rocket that was sent up, and in an instant the entire heap of explosives was flying in every direction. About four dozen eight pound rockets flew through the audience of thirty thousand persons, creating a panic, in which many were injured. Others were struck by the flying explosives, and it is estimated that as many as fifty were injured, none fatally. At Ogden, Utah, by the premature explosion of a fireworks mortar, two persons were killed and five injured, in the presence of 8,000 people.

The Toronto *Globe's* edition of July 2nd, is one of the most notable ever issued from a newspaper office in Canada. It was the *Globe's* sixtieth anniversary number and contained 76 pages in all, 44 pages of calendar paper, constituting the anniversary edition, and 32 pages of ordinary news. Eighty thousand copies of this immense paper were issued, and the entire edition was exhausted before the paper went to press. The total weight required to produce the Sixtieth Anniversary edition of the *Globe*, its publishers tell us, was 114,400 pounds; that is 57.15 tons, or, roughly speaking, three carloads. If the papers were piled one on top of the other in quarter fold, 12 by 8 1/2 inches, the form in which they go to the reader, the pile would be almost a mile high, twenty five times the height of Brock's monument, or fifteen times the height of St. James' Cathedral spire, the highest structure in Canada. If the sheets printed on both sides were pasted end to end they would reach almost from Toronto to Winnipeg. Perhaps a better illustration of the amount of printing involved is the statement that the presses rolled out printing matter that, laid down one page wide and each

page touching the one next to it, would stretch from St. John, N. B., to Winnipeg, by way of Toronto and North Bay, a distance of over 2,100 miles. If the columns were pasted one on the end of the other the string would extend a good deal more than half way around the world, 14,900 miles to be accurate. The paper is remarkable however not merely for its size, but also for its contents and for the high quality of its press work and its illustrations. In its numerous pages are to be found many finely illustrated articles of much interest and value, sketching the development of the country along various lines of progress or descriptive of its present conditions. The *Globe*, founded in Toronto by George Brown in 1844, soon became a recognized force in the political world. It has continued to prosper with the development of Canada's Queen city and the Dominion, and continues to-day to hold its place easily among the very first and best of daily journals in Canada.

## The Strike at Sydney.

The trouble which has existed for some time between the Dominion Iron and Steel Company and its employees has within the past week become more acute. The company has attempted to reopen its works and, in spite of the opposition of the strikers, has been partially successful in doing so. Whatever may be thought of the position of the company and whatever may be the merit of the claims put forth by the employees, the latter have put themselves clearly in the wrong by forcibly preventing those of their own number or others who desired to engage in the service of the company. This action on the part of the strikers led to the calling out of the local militia, and when these were found insufficient to maintain order, troops to the number of two hundred were sent to Sydney from Halifax. Whether the strikers were over-awed by the presence of the soldiers, or whether they have acted on the prudent advice of their leaders in the matter, is uncertain, but there has evidently been a great change in their demeanor since the arrival of the troops from Halifax and they no longer offer forcible resistance to those who are disposed to go to work for the company. It is said, however, that the strikers are no less determined to persist in their refusal to accept the terms of the company and that they expect to be joined by the coal miners. If it is true, as reported, that the strikers have asked for the arbitration of the Dominion Government as to the matters in dispute between themselves and the Company and have agreed to accept the ruling of the Government in the matter, meantime resuming work under former conditions, a remedy would seem to be in sight, unless the company doubts the justice of its case.

## The Hope of Russia.

Alluding to Count Tolstol's philippic recently published in the London Times and other anti-Russian writings, and to the possibility that such inflammatory writings may foster international jealousies which later may result in war, the *Montreal Witness* says: "It is to be noted, however, that while British sympathy is with Japan against Russia, it is also with the Russian people against their government, whose aggressive policy caused the war, and whose system of internal repression is the main source of the misery and discontent described by the correspondents. And, even were there no comments by journalistic observers on conditions in Russia, the facts as reported in the news columns are sufficient in themselves to enable every reader to form a judgment of the character and capacity of the Russian bureaucracy. Its Manchurian diplomacy, not only with Japan but with all the powers, was a tangle of tergiversation, and its conduct of the war has been marred by corruption in preparation and administration and by mutual jealousies between leaders. Though the masses in Russia may be as stupid and ignorant as they are represented, they are human, and it is human to revolt against want, misery, unrequited servitude and excessive taxation. The St. Petersburg correspondent of the London *Daily News* writes—'Whatever other results the war may have, it is now practically certain that it will sweep away once and for all the old effete

bureaucracy and their corrupt methods.' The same correspondent declares his belief that the Czar himself will head the new movement, for at heart he is a lover of peace and justice. To him, as to all intelligent and educated Russians, the war has been an awakening to a perception of what a free united people can accomplish. The lesson is of terrible significance, and the herald of revolution, that may be peaceful or otherwise, in Russia, itself. The St. Petersburg correspondent of the London *Chronicle* agrees with this view when he states that there is a well-established belief in inner official circles and among the nobility that there will be a change in the methods of government after the war is ended. Other observers have pointed out that great dissatisfaction exists among intelligent Russians respecting the conduct of the war and the conspicuous failure of bureaucratic plans. As the war proceeds and fresh disasters befall Russian arms, the discontent increases and has become noticeable in banking and industrial circles whose interests are sorely affected. It is felt that the war was a mistake in the first place, and would not have occurred had the Czar not been surrounded by unwise, if not wholly self-seeking, advisers. So far has the discussion gone that it has actually been proposed to revive the old States-General, suppressed by the Empress Anne after her accession in 1730. But, as another correspondent observes, the immensity of the empire must be considered. There are many parts of it, in which the people have never heard of the war, or if they have, they believe the soldiers of the Little Father must be victorious."

## The Wreck of the Norge.

Later reports of the wreck of the steamship *Norge* on Rockall Islet, noticed in our columns last week, show that a somewhat larger number of her passengers and crew were saved than was at first supposed. The number of the rescued which have been landed at Stornaway and other ports on the west coast of Scotland is given as 130, with a possibility that a few others may have been picked up by some passing vessel. On the most favorable supposition possible, however, it would seem that the number of lives lost in this appalling disaster was not less than 650. Describing what occurred during the brief time the *Norge* remained afloat after striking the reef, an associated press dispatch says: "Without waiting for orders, without paying attention to their proper manning, the occupants began to lower the boats. The starboard life boat began slowly to fall, when to the horror of those on board the stern tackle fouled, while the bow tackle ran free. Soon the boat was almost perpendicular. Those who were in it clung desperately to the sides until a great wave came towering along and struck the boat, smashing it against the side of the ship. The occupants of the boat who were not killed by the impact were thrown into the water. The crew and passengers on deck had no time to spare to assist the few who had a chance to escape but lost it. Undeterred by the experience of the first boat, a second loaded principally with women and children, was lowered. This time the tackle ran smoothly, but the hopes of escape of the passengers on board were blasted. The moment it touched the water waves picked up the small craft as if it had been a feather and dashed it against the side of the ship, in spite of the frantic efforts of the passengers to fend it off. Other boats are reported to have met with a similar fate. Four boats are said to have got away from the steamer, but some of them in a damaged condition. Some of the crew are reported to have acted badly, seeking to escape from the sinking ship regardless of the fate of the passengers, and had to be driven to their posts with threats of death. On the other hand, many deeds of heroism shine brightly through the pall of the catastrophe. That of Jans Peters Jensen, who has relatives in Brooklyn, is told with admiration by the survivors. He was one of the engineers of the *Norge*. When the ship struck he learned the extent of the disaster, and went below to where his relatives were and told them and those near by to go at once to the upper deck. He accompanied them to the boats and saw them safely on board. He was urged to join them, but said he must return to the engine-room, and shouting a farewell ran to his post of duty, where he died. Some of the male passengers, without a thought of self, placed women and children in the boats, preferring to remain behind rather than take advantage of their strength. The mate of the *Norge*, who left the ship in the boat which arrived at Grimsby, seeing that it was overcrowded, leaped into the water for the purpose of swimming to a second boat not far away. He had only gone a short distance when, weighted by his clothes, his strength gave out and he sank.