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President McKinley On Thursday last Major William McKinley was formally inducted into the office of Chief Magistrate of the United States. A grand procession in which it is estimated 50,000 persons took part, escorted the president elect and the retiring president to the Capitol, where Mr. McKinley took the oath of office and delivered his inaugural address. The personnel of the New Cabinet is as follows:

Secretary of State—John Sherman of Ohio.
Secretary of the Treasury—Lyman J. Gage of Illinois.
Secretary of War—Russell A. Alger of Michigan.
Attorney General—Joseph McKenna of California.
Postmaster General—James A. Gary of Maryland.
Secretary of the Navy—John D. Long of Massachusetts.
Secretary of the Interior—Cornelius N. Bliss of New York.
Secretary of Agriculture—James Wilson of Iowa.

In his inauguration address, President McKinley is to be congratulated in having dealt with the political and industrial affairs of the nation in an eminently temperate and practical manner. While the address does not go into any elaborate discussion of affairs, it indicates the president's views in regard to several matters of capital importance. Mr. McKinley, of course, regards affairs from the standpoint of his party and proposes to apply protectionist principles to remedy the fiscal and industrial ills from which the country is suffering. Whether or not results will justify his profound faith in these principles remains to be seen. He will seek by conference with other nations to secure the adoption of a bi-metallic standard, and suggests the appointment of a commission of prominent well-informed United States citizens of different parties to take into early consideration the revision of the coinage, banking and currency laws of the country. Meanwhile he will do all possible to maintain the gold standard. While dwelling with patriotic pride on the country's 108 years of eventful history, Mr. McKinley urges the importance of reverencing and upholding constituted authority, the abolition of lynchings, respect for the courts, the preservation of public order, the right of discussion and the regular administration of justice. In the interests of good citizenship he advises the restriction of immigration of an undesirable character. A pleasing feature of the address is the absence as to word or spirit of anything unfriendly to other nations. The president traces briefly the steps which have led up to the Arbitration Treaty with Great Britain now before the United States Senate, and says:

"Since this treaty is clearly the result of our own initiative, since it has been recognized as the leading feature of our foreign policy throughout our entire national history, the adjustment of difficulties by judicial methods rather than by force of arms, and since it presents to the world the glorious example of reason and peace, not passion and war, controlling the relations between two of the greatest nations of the world, an example certain to be followed by others, I respectfully urge the

early action of the senate thereon, not merely as a matter of policy, but as a duty to mankind. The importance of the moral influence of the ratification of such a treaty can hardly be over-estimated in the cause of advancing civilization. It may well engage the best thought of the statesmen and people of every country and I cannot but consider it fortunate that it was reserved to the United States to have the leadership in so grand a work."

Immigration Bill

The Immigration Bill which President Cleveland vetoed as one of his last official acts was intended partly to restrict immigration into the United States from Europe and in part also to protect the United States workman against competition from the Canadian side of the National boundary. The fourth section of the bill provides, "That it shall be unlawful for any male alien who has not in good faith made his declaration before the proper court, of his intention to become a citizen of the United States to be employed on any public works of the United States or to come regularly or habitually into the United States by rail or water for the purpose of engaging in any mechanical trade or manual labor for wages or salary, returning from time to time to a foreign country." The fifth section provides, "That it shall be unlawful for any person, partnership, company or corporation knowingly to employ any alien coming into the United States in violation of the next preceding section of this act." These sections are evidently intended to exclude Canadians from the labor markets of the country, but the provisions are very loosely stated. It would seem that if anyone gets into Uncle Sam's territory by other means than "by rail or water"—and certainly there are several other ways of getting in—he escapes the law and its penalties. It appears that Johnny Canuck might not only ride through this law in a coach and four, but slip through it on a bicycle or to amble over on shank's nag or any other nag or sail over in a balloon, any way so long as he avoids railways and water ways. Then the expressions "come regularly or habitually" and "returning from time to time" are delightfully indefinite. This remarkable piece of legislation, after encountering the President's veto, went back to the House and, having received the necessary two-thirds majority in that body, was passed on to the Senate and was referred to the Committee on Immigration, where it hangs for the present.

A Bridge at Quebec.

A bridge across the St. Lawrence at Quebec has been a thing talked of and longed for by the people of the Ancient Capital for many a year. At every general election it has come up for considerable attention and has elicited from rival politicians more or less definite promises, but the project has hitherto hardly come into such relation with practical conditions as to justify any strong expectation that it would soon become an accomplished fact. The interest manifested in this matter at a public meeting lately held in Quebec indicates a possibility that the long talked of project may be carried into effect. The formation of a new company to undertake the work was urged, and it was stated that a bridge could now be built at Cap Rouge for three million dollars, which is millions less than former estimates. It was stated by Hon. Mr. Dobbell that the Dominion Government was willing to assist, to the extent of \$1,000,000, a company offering sufficient guarantees of ability to complete the work, and he contended that with that amount from the Federal Government, half a million from the Local Government, a quarter million from the city and half a million subscribed capital, there would be no difficulty in financing

successfully the undertaking. An argument used in favor of putting forth every endeavor to secure the building of the bridge now is that, if it is not built the Intercolonial will be extended to Montreal, into which also the Prary Sound road would be run and there would then be as much the same necessity for a bridge at Quebec, and consequently no reason why the Federal Government should assist very largely in its construction.

The Government and Railways.

It is very evident that if the Government should comply with the wishes of all who are asking it to build or to assist in building lines of railway, there would be involved for those purposes an expenditure of public's funds sufficient to tax excessively the resources of a far richer country than Canada. Among the lines of railway which the Government is being asked to build, the Montreal Witness mentions the Kootenay line involving a cost of twenty or twenty-five millions, the Hudson Bay line at a cost of forty millions, a line between Lake Superior and Winnipeg at a cost of eight or ten millions and an extension of the Intercolonial from Point Levis to Sorel or Montreal. The Witness points out that the Government of Canada has built or secured the building of the Intercolonial and Canada Pacific roads for the consolidation of the country, and these are all that were then or are now considered necessary from a political point of view.

"So far," says the Witness, "the Government has confined itself strictly to building the railways which were considered politically necessary. If it determines to build the Kootenay or Hudson's Bay railways or to do anything more than merely charter and subsidize companies which have undertaken their construction they will have committed themselves and the Dominion to a new policy which at least should be well considered and discussed before it is entered upon. The logical conclusion of such a policy is the construction of all railways by the government. If the government is to build some railways commercially needed, then they must, in justice to all parts of the country build all that are commercially needed; if the government is at the expense of the people to build those railways that will not pay, it is surely only fair to the people that they only should build those which are certain to pay also. If roads which will not pay can be said to be commercially needed, then how is the government to determine that any proposed road is not commercially needed? It appears that the government have not yet determined to undertake the Kootenay project at all, though the promoters of that road are talking as though the only question was whether the government will retain control of the road after it is constructed at the expense of the people or hand it over to the Canadian Pacific Railway. It is to be hoped that the larger question involved, whether the government is to enter upon a policy of building railways said to be commercially needed, will be considered and weighed by the government, parliament and the people before any single project is undertaken which will create a precedent for demands from all parts of the country for the construction by the government of railways on the demand of communities or promoters. Such a policy would of course discourage, if it did not altogether end, all private or corporation railway enterprise."

—A syndicate appointed by Cambridge University to consider the question of granting degrees to women, has presented a report in which, while not favoring the admission of women to membership in the University, it is recommended that the degrees of B. A. and M. A. be granted to women, on condition of passing successfully the required examinations, and that the University be empowered to grant degrees in arts, law, letters, science and music to women who have not fulfilled the usual conditions, but who have been recommended for such titles, honoris causa, by the council of the Senate.