

Messenger and Visitor.

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The Northwest Harvest. The report in respect to the harvest in Manitoba and the Northwest continues to be highly favorable. Dr. William Saunders, Director of Experimental Farms for the Dominion, returned to Ottawa a few days ago from his annual tour of investigation in the west. From what he has seen and heard, Dr. Saunders is of opinion that the yield of wheat in Manitoba will average twenty-seven bushels to the acre and a very large portion of it will be No. 1 hard. The heads are better filled and the general average, it is expected, will be a little better than last year. Oats and barley are also good and will probably average about the same as last year. At the Indian Head Experimental Farm, wheat will average fully 40 bushels to the acre, barley from 50 to 60 bushels, and oats from 80 to 100 bushels or more. Throughout the Territories wheat on fallow land is expected to average 35 bushels per acre, and on stubble land from 20 to 25 bushels per acre. The crops in British Columbia are also good. Some damage to crops is reported in Manitoba from a severe storm toward the last of August, but the storm appears not to have been of a very general character. A Winnipeg despatch dated September 4 states that 80 per cent. of the entire acreage in that Province had been cut, and that the reports from every point were favorable.

Fast Lines Expensive. An Atlantic fast line for Canada is a proposition which appeals to the imagination. One likes to think of his country, displaying enterprise and taking hold of large things in a large way. Canada has the advantage over any other part of the American Continent in point of nearness to the British Isles and the European Continent, and with a line of steamers equal in speed to the best afloat, a Canadian Company would be able to give a speedier Atlantic ferry service than any other. But it ought to be taken into account that fast ocean travel is a luxury—albeit a somewhat dangerous one—and that, like other luxuries, it costs. After an average speed of 17 knots has been reached, the additional expense to increase that speed by five or six knots is very great. Even for the lower rate of speed the consumption of fuel is great and constitutes a very large item in the expense account. But we are told that to drive a vessel at the rate of 23 knots on the Atlantic would demand the consumption of from four to five times the amount of coal which would be burnt in a similar ship going at the average pace of seventeen to eighteen knots. It is evident, too, that a ship which has to make an average of 23 knots must keep up a high rate of speed throughout the passage, and that on routes where at certain seasons of the year icebergs are likely to be encountered it would be impossible to keep up the higher rate of speed continuously without risks which in themselves would greatly add to the expense and which few passengers would care to incur.

Scientist and Burglars. Is burglary ever justifiable? If ever there may be an occasion where one may without blame break into another's house and appropriate his goods, it might be supposed to be under such conditions as those in which two German Alpine tourists found themselves. Climbing Mont Blanc they were overtaken by a snow storm on the summit. They managed to reach the tourists' hut, but found it full of snow and open to the blast. Unable to descend in the blinding snow and nearly perished by reason of the cold, the travellers felt that their only chance to save their lives would be to enter an observatory on the mountain owned by a M. Vallot, a scientist of distinction. They accordingly did so. Removing the window-clasp, they managed to crawl in, were imprisoned there for two days by the storm, and in order to preserve themselves from starvation they broke open some cases of preserved provisions and appeased their hunger. When the weather cleared they descended to Chamounix and immediately called upon M. Vallot and explained the matter. That gentleman would not, however, accept explanations or apologies, it is said, but said it was the third time his observatory had been broken into, and insisted on making an example of the offenders by bringing against them an action for burglary.

The sacrifice of the lives of a few Alpine tourists was of course a small thing to the scientist in comparison with the interests of science represented in the sacred observatory.

Who Will Help the Boers? "Those irreconcilable Boers," says the Montreal Witness, "are like Noah's dove looking in vain for the land whereon to rest the soles of their feet. Some of them will probably return wisely to the ark, and honestly report that they cannot get as good terms from foreign governments as those offered them to stay at home. When they appealed to Germany they were told that they would be admitted on condition of their being German subjects and having their children taught to speak German. More recently they sought permission to settle in Madagascar from the French Government, and were informed that they could only do so by agreeing to become naturalized Frenchmen and learning the French language. Neither of these nations, which sympathized so deeply with the Boers as the foes of the British, are willing to grant them as favorable terms as the government which has been so maligned for its cruelty to them. Under it they can still speak their beloved Taal, and, by teaching that dialect to their children, confine them to a stagnant provincialism apart from the broad stream of twentieth century civilization. In thus nursing their race patriotism they sacrifice many advantages which another generation may value more highly and be unwilling to throw away. There are thousands of Canadians in New England who would not now be working as mill hands had their natural abilities been given a fair chance by education in the language of the continent."

President Roosevelt's Narrow Escape. The very narrow escape of President Roosevelt from violent death, or at least very serious injury, while driving on Wednesday last, and the actual death of a member of his party, caused a thrill of excitement throughout the United States and awakened sympathetic feelings in other countries. The accident which threatened the life of the President occurred at Pittsfield, Mass. A carriage in which were seated the President, Governor Crane of Massachusetts, Secretary Cortelyou and Secret Service Agent William Craig, in crossing a trolley track, came in violent collision with a moving car. One of the four horses attached to the President's coach was instantly killed. Mr. Craig was thrown from his seat in the carriage under the car and was crushed to death, the coachman was fatally injured and has since died, the President himself was badly shaken up and received a slight face wound, besides some bruises, Secretary Cortelyou was somewhat more badly hurt, and Governor Crane who fared best of the party escaped practically without injury. The conductor and motorman of the car have been arrested on charge of manslaughter. From the published accounts of the accident it would appear that there was inexcusable carelessness in the handling of the car.

Sir Edward Barton on the Colonial Conference. Sir Edmund Barton, Premier of Australia, and Sir John Forrest, Minister of Defence in his Government, were guests of honor at a dinner given by the Toronto Board of Trade on Wednesday last. Sir Edward delivered a speech of an hour's length, in which he spoke particularly of the recent Conference of Colonial Premiers in London and of the subjects which had there been under consideration. Although he was not at liberty to divulge the proceedings of the Conference, the speaker intimated that he felt that there was nothing that needed to be concealed and that he believed that in one way or another the public would be put in possession of pretty full information in respect to the conclusions reached. Referring to the matter of reciprocity of trade within the Empire, Sir Edmund Barton said that it was one fraught with great difficulties. The various colonies had self-governing rights, including that of making tariffs. This was a right they were not likely to part with, and any arrangements made must recognize those rights. It followed that each section of the Empire must regulate for itself the nature and extent of the preference it would give until the day, which was

yet a long way off, when all could meet in one common Parliament. The Conference could not, therefore, give any definite assurance as to what the Colonial Parliaments would do in the matter of preferential trade, and the same was true in reference to the Imperial Parliament. In the meantime, however, they could look about and see what each could do individually. The preference could be accomplished in some cases by raising the duties on foreign goods, in other Colonies, blessed with ample revenues, by lowering the duties on British goods. They were not likely, he thought, to do anything for the United Kingdom for which they would not receive a generous return. The names "dependency" and "colony", Sir Edmund said, had ceased to be applicable to Canada and Australia. If they had not now an equal voice in the Empire, they had a voice which was entitled to be heard. He professed faith in the unity and consolidation of the Empire. One thing which struck a man traveling through various sections of the British dominions was the oneness of the Empire in the personality of its people. The methods of Canadians were like the methods of Australians; they were animated by the same spirit, and neither, for instance, would like to be cut off from the literature of their common motherland. He had no apprehensions as to the progress and continuity of the British empire. He did not believe that as the colonies progressed in self-government they would progress toward separation. The more they looked upon the ocean as a highway rather than a barrier, the closer the British Empire was bound together, and if the highway was policed by the United Kingdom we should pay our share of the cost of that police duty. To regard the ocean as a barrier was pessimistic. As a highway it brought us into closer touch with the United Kingdom.

St. John Exhibition. The St. John exhibition for 1902, which closed Saturday night, was in general respects a very successful undertaking, and the results as a whole are no doubt gratifying to the management. The weather conditions were for the most part quite favorable. There was one day of fog and one of rain, but fair or otherwise, the attendance kept up all through the week at figures which for the most part were far in advance of those of other years. The total attendance for the six days was 78,965, as compared with an attendance of 62,166 for nine days in 1900, 59,514 in 1899, 47,430 in 1898, and 40,182 in 1897. Evidently the earlier date at which the exhibition was held this year did not interfere with the attendance. If any conclusion on that point is justifiable from this year's experience, it is that the earlier date is the more favorable for securing a crowd. Nor did the earlier date interfere as much as might have been expected with the character of the show. It was of course too early for first-class exhibits in apples, cereals and the later vegetables, and in this respect the show was much inferior to those of some other years. Potatoes, however, made a good showing. In respect to horses and cattle the exhibits compared well with those of other years, and the presence of a number of exhibits of high class sheep seems to indicate that increasing attention is being paid to that branch of stock-raising. The poultry show was excellent. The character of the exhibits in the main building was much the same as that of other years. There was much that was interesting and more or less instructive in reference to the manufacturing, industrial and commercial interests of the country. There is a good deal lacking that one would like to see. The exhibition cannot indeed be regarded as an ideal exposition of the country's products and industries. No doubt the question of ways and means has to be considered and the question of financial returns to the exhibitors perhaps inevitably determines the general character of the exhibits. Doubtless it is not possible under existing conditions for the management of our exhibitions to make them as representative as is desirable of the country's resources, products and industries. But it should be possible for the management to exclude from the grounds accompaniments of a morally objectionable character, and there certainly can be no excuse for permitting a part of the exhibition grounds to be occupied with gaming tables in charge of persons urgently persuading passers-by to risk their money in games of chance. It would be interesting to know how many boys and young men were thus led to take their first lessons in gambling at the exhibition just closed.