

Messenger and Visitor.

THE CHRISTIAN MESSENGER,
VOLUME LX.

{ THE CHRISTIAN VISITOR,
VOLUME XLIX.

Vol. XIII.

ST. JOHN, N. B., WEDNESDAY, FEBRUARY 17, 1897.

No. 7.

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The Trouble in Crete. The present condition of affairs in the Island of Crete is one full of danger to the peace of Europe. The island is under Turkish rule, but many of the people are Christians and allied by ties of religious faith and common interest to the people of Greece. Of late the Christian population of Crete has been very restless under Turkish rule, for which no doubt there has been sufficient reason. At present there is a condition of open revolt. There have been armed conflicts between the Mussulmans and the Christians, and the insurgents are said to be effecting organization and systematic opposition to the ruling authorities. Greece is sympathizing strongly and openly with the insurgent Cretans. A torpedo flotilla, under the command of Prince George, the second son of the King, has been sent to Crete, and the intention of Greece to interfere to prevent the coercion of the Cretan insurgents by Turkey seems evident. There is rumor also of a treaty between Greece and Bulgaria for combined action against Turkey, which, considering the bold position Greece is taking, seems not improbable. The situation causes grave anxiety to the Powers, because it complicates the problem of dealing with the Sultan, and may lead to a war in which all Europe will be involved. The efforts of European diplomacy seems to be directed, for the time being, to prevent both Turkey and Greece sending forces to Crete. If these two countries are left alone, it seems certain there will be war, and the problem is how can the Powers interfere to prevent this result? It is stated that M. Hémoult, Foreign Minister of France, proposes the blockading of Crete and the occupation of the principal centres on the island, thus preventing the introduction of troops or ammunition. It is possible that such action may be taken. It is further stated that the Porte has notified the Powers that, in the event of hostile action on the part of Greece in Crete, Turkey will attack Greece in Thessaly.

No Vote on the Treaty. A few days ago the friends of the Arbitration Treaty were encouraged to believe that there was a fighting chance of its passing the Senate during the present session of Congress. But at present writing it is generally conceded that there is no longer any reasonable hope of such a result. It is evident that the Silverite senators and the other enemies of the treaty are determined to delay a vote upon it by talking against time, and as there is a desire to get other bills out of the way, and get the appropriations passed before the fourth of March, it is quite certain that, unless the unexpected happens, no vote on the treaty will be reached during the present session. It seems probable that the treaty will finally be adopted, though whether that will be before it has undergone amendment to such an extent as to make it a matter of indifference whether it shall be adopted or not, must be regarded as being among the uncertainties.

How it Seems in England. Touching the manner in which the United States Senate's treatment of the Arbitration Treaty is regarded in England, Mr. I. N. Ford, the London correspondent of the New York Tribune, says:—

"Little has appeared in print on the subject of the Senate amendments to the general Arbitration Treaty, but that little is emphatic. The fact is clearly recognized that in aiming to exclude the Monroe doctrine, senators are virtually killing the treaty. The English conscience is clear on this point. England has sanctioned the Monroe doctrine, agreed to settle the Venezuela dispute and accepted international arbitration, which has always been regarded as an American principle. If the treaty fails England is not responsible, but will have the credit of acting on higher ground than the Americans occupy, although the principle was theirs and they professed to believe in it a year ago. One effect of the rejection of the treaty will be that the sincerity of American professions will be questioned by Europeans. It will be asserted that Americans make a stand for principles only to abandon them when they succeed in converting other nations to them."

As an example of the effect of the Senate's action on the treaty, Mr. Ford relates on the authority of a trustworthy American that this gentleman had received authority from America to place on the English market \$2,500,000 of street railway bonds of Akron, Ohio and Detroit. As securities of this class are known to be profitable, investors looked upon them favorably, and the promoters seemed likely to place them in England. But when the amendments to the Arbitration treaty were reported the English investors backed out. "Your American Senators, like Mr. Morgan," they said, "discourage us from going into anything American."

The Bicycle of 1897. There are now so many riders of the silent steed, and so many others who have an ambition to be such, that a paragraph on bicycles is sure of a goodly number of interested readers. The great bicycle show, which opened a week ago in New York, has attracted the attention of the army of cyclists in the great city and its suburbs. It will be satisfactory to those who purchased wheels last year or the year before to know, that between the wheel of '97 and that of '95 there are few if any points of difference that can be regarded as important. The frame, rims, tires, bearings and driving gear continue on lines practically identical with those now in use. There are some changes in the way of smoother finish, some of a capricious character, for fashion sake, and some experiments which may or may not prove to be improvements. Efforts have been made to introduce something superior to the chain and sprocket driving gear, but, whatever may come in time, there seems no reason to suppose that as yet any noteworthy success has been achieved in that direction. The most conspicuous change is the dropping of the crank hanger—a feature which will appear in some of the '97 wheels. The extreme fall is 2 1/2 inches, from which it varies to one-half inch. If any advantage is secured by this arrangement, it will probably be because with a low axle the first tooth of the larger sprocket wheel with which the chain engages and which marks the point of greatest strain, is on the descending quadrant of the sprocket, whereas, when the axle and hub are on the same level, the chain first strikes a tooth on the last ascending quadrant. This, it is believed, will give a distinct advantage, especially to those riders who sit well forward. Flanges on either side of the teeth and slight lumps between the teeth, upon which the bar connecting the links of the chain fits, are features introduced with the idea of preventing the chain from sticking and of throwing off the disen-

gaging links. There is a tendency towards larger sprocket wheels on hub and axle. The larger wheel, because of greater leverage, is supposed to transmit the power better, but makers who stick to the smaller sprocket wheel, contend that there is no such advantage which is not counterbalanced by addition of friction and clumsiness of appearance.

England in Egypt. A speech on the British policy in Egypt lately delivered in the House of Commons by Sir Michael Hicks-Beach, Chancellor of the Exchequer, has created quite a flutter of excitement in political circles. The speech was characterized by a boldness and aggressiveness which caused surprise in the House and evoked criticism from Sir William Harcourt and other prominent Liberals. The Chancellor of the Exchequer was naturally deeply annoyed that the action of France, supported by Russia, had made it impossible to pay the cost of the Dongola expedition out of the Egyptian reserve fund, and so made it necessary for him to move for a vote of £798,000 to meet the expense of an expedition, which he had last year assured Parliament should not cost the British tax-payer a single farthing. But England was not to be worried out of her policy by such hindrances and difficulties as these, said Sir Michael.

"We are in occupation of Egypt and our payment for the expedition is rather calculated to prolong than to shorten our stay. This season our troops will move forward from Dongola to Abu-Hamed, afterwards possibly beyond, how far I do not think it right to say." The speech was criticised as likely to exasperate France and to increase the difficulties in the way of a cordial understanding and harmonious action of the Powers in reference to the Turkish Empire. On the other hand, the Chancellor's bold and rather defiant attitude appeals strongly to the national pride of Englishmen. The amount asked for was voted by a rousing majority.

International Postal Union. In May next the fifth Congress of the International Postal Union is to assemble in Washington,

and will, it is expected continue in session for some weeks. The union was founded at Berne twenty-three years ago. The forth-coming convention will be the first to be held in the United States and is expected to deal with matters of much importance. In addition to a representation from every state now in the Postal Union, China and Abyssinia are expected each to send a delegation. "The reforms originated by the Union since its foundation," says the New York Tribune:—

"are so extensive and of such vital importance that it is difficult to conceive how the postal system could have been worked in a practical manner prior to their institution. Among the number is the establishment of a fixed rate of postage for the transmission of letters within the limits of the countries comprised in the Union. Previous to 1874 the charges in this particular varied in the most extraordinary way, and the matters were further complicated by each Government demanding pay for the transmission of foreign mails either into or over its territory, whereas to-day every State retains possession of its own postal receipts and imposes no tax on any foreign letters entering into or passing through the country. The international postal card also owes its introduction to the Union, while the latter is responsible for the rapid extension of the system of international money orders and parcels post. The removal of the difficulties which will stand in the way of the adoption of these latter two reforms by certain Powers of the Union, and a proposal for a diminution of the present international rate of postage from five to either three or two cents, are to be the principal features of the programme."