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Results of Sanitation.

The application, within the past two generations, of the laws which make for the promotion of health and the restriction of disease has wrought great and beneficent changes in civilized countries. The conditions obtaining in large cities, it is true, still leaves much to be desired in respect to sanitation. In London, for instance, we are told, nearly a million people are living in overcrowded tenements in the slums, and three hundred thousand of them herd as families in tenements of a single room each, with the result that over two hundred children out of every thousand die before they are a year old. But although the science of sanitation, even where it has been most faithfully applied, still falls far short of removing all causes and conditions of disease, it has accomplished a very great deal in the direction of banishing contagious diseases and of making life wholesome even in crowded populations. In a recent interesting article on this subject the *Montreal Witness* gave statements to show the beneficent results of sanitation in England during the past half century or more. From these statements it appears that thirty years ago typhoid fever killed three hundred and seventy-four people out of every million in Great Britain, while to-day, with an enormously increased population, it kills rather less than one hundred out of every million. Sixty years ago typhus killed three hundred per million, but, sanitation has actually stamped it out. Sixty years ago, too, a hundred out of every million died of smallpox, compared with five to-day, while the deaths from scarlet fever have fallen by 85 per cent., and those from consumption by 60 per cent. The death rate in England in the days of Elizabeth was eighty per one thousand per annum, while now it is eighteen per thousand. Since the beginning of Queen Victoria's reign the average life of a man has been increased by three years and that of a woman by five years.

Announcement of the death of
Cassius M. Clay. General Cassius M. Clay at his home near Lexington, Kentucky, recalls to mind a man who has played a notable part in the public life of his State and his Nation. His name and his exploits were however more familiar to the people of a past generation than to those of the present. It is a rather remarkable commentary upon the conditions of life and government existing in the United States and particularly in the State of Kentucky that a man like Cassius M. Clay, whose hand was so frequently reddened with the blood of his fellow citizens and who is said to have killed more men than any other individual concerned in the feuds of "that dark and bloody ground," should have died in his own bed and in "his beautiful home" at the age of ninety-three. Such a career as that of Cassius M. Clay, if undertaken on British soil, would be quite sure to end suddenly, not to say prematurely, and by the assistance of the public executioner, but in Kentucky this man of blood was able to find not only toleration but fame and preferment. The following from a sketch of his career, published in a Lexington despatch at the time of his death, indicates the character and habits of Clay as a citizen and a politician: "With sword, pistol or knife he was ever ready to meet his enemies singly or in whatever manner they chose to come. But his favorite weapon of offence and defence was the bowie. That death-dealing cross between a sword and an axe was a terrible thing in the hands of the heculean Clay, and the hustings in many Kentucky campaigns have run red as the result of his work with it. When on speaking tours it was Gen. Clay's custom to carry his pistols in a small carpet-bag. His knife was always strapped to his person. The bag would be placed in front of the speaker within easy reach of his hand. It was on one of these occasions at Foxtown, near Whitehall, that a combat still talked about in Madison county took place. Clay was opposing the election of a man named Cyrus Turner. While he was speaking in a hall packed with Turner adherents, the candidate called Clay a liar. Clay did not stop to count noses. He sprang over the desk, slashed Turner so that he died in a few days, and stabbed eleven other men before he fainted from loss of blood caused by the men he had attacked." Clay was a declared abolitionist, but he would not fight against the South in the civil war, and was accordingly, at his own request, it is said, appointed Minister to Russia, in which capacity he served from 1861 to 1869. No doubt the man had some redeeming traits besides his undoubted courage, else he never

could have received from President Lincoln so important an appointment. But the biography of Cassius M. Clay must seem a strange one for that of a man who had for eight years or more represented the United States at the court of St. Petersburg.

Crops and Other Things in the Northwest.

Mr. William Whyte, assistant to the President of the Canadian Pacific Railway, whose headquarters are in Winnipeg and who is said to know the Canadian West like a book, has been recently in Montreal, and while there gave some interesting information to the *Witness* in reference to present conditions and prospects of the prairie country. Mr. Whyte's statements may be taken as those of a well-informed man who quite naturally is inclined to see the brighter side of things in the West. As to the crop prospect, there are, according to Mr. Whyte, about 2,500,000 acres under crop in Manitoba and the Territories—an increase of about twenty per cent. over last year. The estimated yield is in Manitoba 20 bushels to the acre and in the Territories from 20 to 25 bushels, and the total yield for the year is set down at 64,000,000 bushels. In the southeastern portion of Manitoba the crop suffered somewhat from dry weather in the early part of the season, but the lighter growth of straw will make the harvesting less expensive, while the prices will be as good or better, and altogether returns to the farmers will probably be as good as last year. Mr. Whyte believes that the Canadian Pacific and the Canadian Northern are prepared to carry all the grain that will be offered, so that the farmers may be considered to be in a better position than ever before. The stream of immigration is keeping up to flood tide and the demand for land is correspondingly active. East Assiniboia and the Saskatchewan valley appear to be the favorite districts for settlement, but people are flocking in everywhere, while the C. P. R., is branching out in many directions, keeping in advance of the demand and opening up some excellent new territory to the settlers. The largest, and some think the best, influx of settlers is from across the border. Mr. Whyte does not subscribe to the opinion that there is any danger of the Northwest becoming "Americanized." Our laws are as good as those of the neighboring Republic and better administered, and no one ever finds fault with the country on that score. As a wheat-growing country the Canadian Northwest is superior to the country south of the boundary line, and those who come into Canada soon perceive it to be to their advantage to remain and make their home in the country. All classes of immigrants are rapidly assimilating. Even the Doukhobors, under the leadership of Peter Veragrin, a strong, moderate and very intelligent contraband, give promise now of becoming industrious and prosperous colonists. The influx of population and the needs of the new settlers causes so much importation into the west that the westward freight of the C. P. R., has increased probably fifty per cent. in the last three or four years, and the westbound and eastbound freights are rapidly becoming equalized.

The Projected Railway.

On Thursday last Sir Wilfred Laurier, in his place in the house of Commons, introduced the Bill providing for the building of a trans-continental railway in co-operation with the Grand Trunk Company. The Prime Minister's speech occupied nearly three hours in delivery and was listened to with the deepest interest by a packed House and crowded galleries, and whatever may be thought of the policy set forth, the speech itself will probably take rank with the best of Sir Wilfred's oratorical efforts. The Premier argued at much length for the construction of the proposed new line as a political and commercial necessity. In reference to the eastern section from Quebec to Moncton, he showed the impossibility of the Intercolonial as part of a satisfactory transcontinental line because of its wide departure from a straight line to our eastern shipping ports, and contended for the necessity of an all Canadian route to the sea in view of the danger of the withdrawal by the United States of the bonding privilege upon which the C. P. R. is dependent in carrying its freight through the State of Maine to St. John. Sir Wilfred argued eloquently in favor of an all Canadian route which would place the country in an independent position in this respect, and adduced much testimony to show that the proposed new route across the continent would open up wide districts of country of great value for settlement and possessing vast resources. The new route, so, it was contended, being the shortest and most direct

way to the Orient, would form a part of a great highway for the trade of China and Japan. As to the agreement with the Grand Trunk and the cost to the country of building the proposed line, it was shown that the Government undertakes to build the line from Moncton to Winnipeg and leases it to the Grand Trunk for 50 years. For the first seven years the company will pay no rental, but for the remaining 43 years the rental will be three per cent. upon the cost of construction. If, during the first three years of the latter period the net earnings do not amount to three per cent. of the cost of construction, the difference between net earnings and rental will be capitalized and added to the total upon which rental must be paid. To the construction of the western division the Government will guarantee 75 per cent. of the principal of the bond issue, which is not to exceed \$13,000,000 per mile for the prairie section, and \$30,000 per mile for the mountain section. The Government will meet the mountain section bonds for seven years, and in the case of the default of the company to pay the interest during the next three years, the Government will do so, and the interest will be capitalized and repaid with interest by the company. The outlay for interest by the Government would thus, it is calculated, not exceed \$15,000,000, and this, the Premier contended, would be the full amount of the cash subsidy which the country would be required to pay for the road. In the case of export traffic which is not especially routed otherwise by the shippers, the company must grant as low through rates via Canadian ports as via the United States ports. Running and haulage powers must be given to the Intercolonial and other railways. The tolls to be charged by the Grand Trunk Pacific will be under the control of the Government, or the railway commission. The company must spend \$20,000,000 on improved rolling stock, of which \$5,000,000 must go to the eastern division. The company must put up a deposit of \$5,000,000 as security for the construction of the western division and the equipment of the eastern division. All supplies and materials must be purchased in Canada, the quality, prices, terms, etc., being advantageous as elsewhere. The capital stock of the country is fixed at \$45,000,000 of which \$20,000,000 will be preferred and \$25,000,000 common stock. The Grand Trunk Company are to take the whole of the latter, and they are also to guarantee a second series of bonds, which are to be issued by the Grand Trunk Pacific to meet the cost of completing the mountain section.

Criticisms.

Whatever the merits of the Government's Railway Scheme may be, it is evident that it will have to run the gauntlet of severe criticism. An Opposition of course would not be good for much if it did not watch for and seize upon every good opportunity of pointing out the weak points of any measure introduced by the party in power. The leader of the Opposition, Mr. Borden, in reply to the Prime Minister's speech, criticised the Government scheme on the ground that, though Government ownership of railways might not now be advisable, yet the trend of public opinion seemed to be in that direction, and it was therefore unwise for the Government of this country to embark upon a scheme which actually put the policy of Government ownership out of sight for the next fifty years; and also on the ground that the proposed scheme would render useless the annual expenditure of the I. C. R. to secure terminal facilities at Montreal. The Government, he contended, should either continue the system of independent railway companies or they should bring down some comprehensive scheme by which all railways, including the Intercolonial, would be operated under some other management than that of today. Mr. Borden also expressed doubts as to the efficacy of the agreement to carry trade to Canadian ports and intimated his belief that the bulk of the traffic would go to Portland instead of to St. John or Halifax. He also wanted to know where the new line would get its traffic, seeing that there was no congestion of traffic north of Lake Superior, and that the water route from Fort William to Montreal was cheaper by almost fifty per cent. than an all rail route. Mr. Borden refused to accept the Premier's estimate of \$15,000,000 as the cost of the road, and estimated that the cost would be from \$65,000,000 to \$80,000,000. The criticism however is not all from the Opposition. The pronounced opposition of the late Minister of Railways to the Government's policy on this subject is well known, and the *Telegraph* and some other New Brunswick Liberal papers have upheld Mr. Blair's contention. It may be noted too in this connection that the *Montreal Witness*, a paper generally friendly to Sir Wilfred Laurier, finds fault with his present railway policy, contending that the need for so hasty action is not apparent, that it were better to make use of existing lines in opening up a new highway to the west, and that the danger of the bonding privileges being withdrawn is rather remote, seeing that the United States has as much at stake in the matter as Canada. The *Witness* accordingly is inclined to explain "the Government's precipitancy" by the "urgency of persons anxious to carry through great schemes while their political friends are in power." It is to be noted, however, that, whatever the general merits of the Government's railway scheme may be, it certainly is not conceived in the particular interests of Montreal, and for that reason Montreal papers may be the more ready to discern its defects. It is said, too, that the Conservative party is not a unit in its opposition to the railway scheme.