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How the Railways Discriminate.

A large part of a recent session of the Dominion House of Commons was devoted to a discussion of the discrimination in freight rates by the Canadian railways against Canadian shippers. The subject, which was brought up by a report of the Agriculture Committee embodying much valuable information, is evidently one of sufficient importance to demand serious consideration. This was shown by the unanimity with which members from various parts of the country united in giving evidence as to the existence of discriminations and unfair rates, and the subject is evidently one which should receive a thorough investigation at the hands of the Railway Commission to whom the complaints are referred. The facts brought to the notice of the House in connection with the subject were, in part, to the effect that Canadian roads discriminate in favor of the Michigan and against the Ontario farmer. Many instances were quoted to show that the farmers of western Ontario pay higher rates for the seaboard than do the farmers across the Detroit river in Michigan. Local rates also in the United States, it was shown, are lower than in Canada, and this in the face of the fact that the Canadian roads have been largely aided by Government and that taxation on railroads in the United States is vastly higher than in Ontario. It was shown that the freight on apples was about double that on flour, though a barrel of apples is of much less value, and is lighter and more easily handled than a barrel of flour. It was charged that the excessive rates charged on apples had made the growing of them in Ontario unprofitable. The member for North Perth, a county in eastern Ontario, said that the rates on cheese from his county to the seaboard were seven cents a hundred more than from Windsor or Woodstock or London. The member for South Oxford called attention to the discrimination practised in carrying of live stock. The G. T. R., he said, carried stock from non-competitive points in Michigan to the seaboard for three cents per hundred pounds less than from non-competitive points in Ontario, although the latter points were nearer to the seaboard. With regard to lumber there was similar discrimination in favor of points in northern Ontario, which received a fifteen cent rate per one hundred pounds to Montreal, while from points farther south an eighteen cent rate was charged, although a shorter haul. A P. E. Island member held that conditions were even worse in his Province than they had been shown to be in the other Provinces. A carload of cattle, he said, was carried from Guelph to Halifax, over 1,000 miles, for \$65, while the rate from any point on the P. E. Island railway to Halifax, less than 200 miles is \$35.

The Jews of New York

There are a good many Jews in New York City, about 700,000, it is estimated, a number more than equal to the population of the three largest cities in Canada. These seven hundred thousand Hebrews are now preparing, with much enthusiasm, to celebrate the two hundred and fiftieth anniversary of their settlement as a people in New York. Of those original settlers there were twenty-three, some of them were too poor to pay their own passage, and their baggage was sold at auction to raise the needed cash. They were regarded as outcasts by most of their fellow townsmen and treated as such. They were ordered to live apart from the rest of the inhabitants. Public exercise of their religion was forbidden. Neither might they buy land nor sell goods at retail. In the first year of their abode there they were not even permitted to have a place to bury their dead. "The American Hebrew," says the *New York Tribune*, "has not only overcome every barrier which the bigotry of the Dutch raised against him, but has also increased in numbers and in wealth as his race was never known to do before, not even in the glorious days of Solomon. Never before have so many Jews lived in one place as now make their home in this city. At the present time one person out of six in the entire city, and one out of four in Manhattan and the Bronx is a Jew. Half the Hebrews in the United States live within our borders, and according to immigration figures, this city will soon contain the bulk of them. Of the great number of Hebrews now coming to this country from Eastern Europe, five out of six stay here. In the twenty years prior to 1904, 694,172 Jewish immigrants landed at Ellis Island, and 504,181 of them settled in this city. History has shown

that the oppression of this race by a nation has invariably been accompanied with commercial depression, whereas the nation which has treated them the most liberally has been the most likely to prosper. Spain bitterly persecuted the Jews, and finally in the year Columbus sailed for America she drove them out. Since that time Spain has been rising in power and influence. England, on the other hand, has been friendly to the Israelite and he has helped build up her commerce as well as furnish her often with the swords of war."

Korea Under Japan Rule

The London *Times* correspondent at Seoul, the capital of Korea, is strongly impressed with the transformation which Japanese rule has effected in that country. The reforms are remarkable and are an unqualified benefit to the people, but they are causing dismay to the Emperor and the corrupt court of eunuchs, smoothsivers, fortune tellers and foreign parasites. The Emperor has suffered a cruel disillusion, but still hoping for the ultimate success of his rule, the power which has fostered the worst influences of the barbaric reign. Nothing but praise is heard of the Japanese troops who pay liberally for everything they have need of in the country. Civilian Japanese are pouring into the country. It is estimated that already nearly 200,000 have come, and there is practically an unbroken chain of Japanese settlements from Yusan to the Yalu. Railway construction shows remarkable extension simultaneously with an extensive reclamation of land, and harbor improvements are in progress at Chemulpo and Fusan, where the work of lighthouse construction continues with an interruption. Most noticeable are the order and quiet attending the Japanese enterprises. Order is preserved with the smallest possible evidence of force, contrasting strangely with the large bodies of frontier guards that surround the railroads in Manchuria, where the people were set at enmity by harsh treatment. Foreigners called advisers have left or are leaving the country, and in nearly all cases are succeeded by Japanese, whose advice can be enforced. Japan now controls all communication with the outside world, has taken charge of posts and telegraphs, has secured the right of fishery in the territorial waters round the whole coast of the empire, and obtained the opening of inland and coast waters to navigation of Japanese vessels. The scheme for the reclamation of waste lands, which is now in abeyance, is certain.

Vancouver Tunnel

After drilling for nearly two years through solid rock the gangs of men employed by the Vancouver Power Company on their tunnel between Lake Beautiful and Coquitlam in the mountains north of the city of Vancouver have effected a junction in the heart of the mountain. The total distance traversed through solid rock was over two miles, and the masses of rock towering above the point of junction measured vertically 1350 feet. The tunnel is intended to make available for electric power purposes the water of two little mountain lakes, which, henceforth pouring their waves over the falls to the sea level below, will supply the current for Vancouver's lighting and tram systems. The contractors for this huge undertaking were Messrs Ironsides & Raulie. They employed night and day shifts of experienced miners, working from the Lake level of the mountain on both sides, and using heavy drills driven by compressed air. Each gang made progress ten feet a day, though those employed at the Lake Coquitlam end, whence the water will enter the tunnel, were much impeded by accumulation of moisture. The tunnel will be formally opened in about two weeks, when the water will be turned on.

Bloodshed in Warsaw

The first of May witnessed serious disturbances and much bloodshed in the old Polish capital, Warsaw. Sixty-two persons are reported to have been killed and about two hundred wounded in conflicts with the troops in various quarters of the city. It is unnecessary to say that the Poles have never become reconciled to Russian rule and popular feeling in Warsaw is bitter. But according to press correspondents, May day opened in the ancient capital with every prospect that recent fore-

bodings of violence would fail of fulfillment. The presence of numerous patrols of Cossack cavalry and infantry were the only reminders of lurking danger. The trouble began shortly after noon when a procession of several thousand workmen, carrying red flags, marched through one of the streets. The cavalry charged into this procession, driving it with the flat of their swords into a disorganized mass into which the infantry poured volley after volley. This shooting is reported to have been quite unprovoked. Many of those who were killed or wounded were shot in the back showing that they were running away when struck. This action on the part of the military seems to have produced retaliation on the part of the demonstrators. There were several conflicts in different parts of the city, in some of which bombs and other weapons were used against the troops. It is charged that the troops were apparently uncontrollable, violating all orders to act with moderation. At Lodz and other places in Poland similar disturbances have occurred, and the general condition is regarded as serious.

Hon James Sutherland

The death of the Hon. James Sutherland, who held the portfolio of Public Works in the Dominion Cabinet, occurred at his home in Woodstock, Ontario, on Wednesday last. Mr. Sutherland was a comparatively young man, being in his 50th year, but for some time past his health had been failing, and some months ago he was forced to give up his public duties and go south. When he returned home early in the spring his health appeared to be much improved, but the improvement was of brief continuance. In the House of Commons both the Premier and the leader of the Opposition paid generous tributes to the late minister, and the House adjourned from Thursday until Monday to permit members to attend the funeral. Mr. Sutherland was a native of Ancaster, Wentworth County, Ont., and since 1880 had been a member of Parliament for the riding of North Oxford. During the quarter of a century in which he sat in the House he had filled many important positions. He had directed the organization of the Liberal party in Ontario and arranged the political tours of the Liberal leader in that Province and the west since 1893. He was major of the 22nd battalion Oxford Rifles. He was a member of the Privy Council, and on Sept. 30, 1899, he was made a member of the cabinet without portfolio. He was acting Minister of the Interior from April to August, 1900, and acting Postmaster General in 1901 during the absence of Hon. William Mulock in Australia. On the appointment of Sir Louis Davies to the Supreme Court, he accepted the portfolio of Marine and Fisheries, Jan. 10, 1902. In November of the same year he was appointed Minister of Public Works. He was re-elected by acclamation Jan. 29, 1902. Hon. Mr. Sutherland was never married.

International Water Questions

According to a despatch from Ottawa, telegraphic despatches from Washington do not correctly represent Canada's position in the dispute with the United States over the taking of water from Milk River for irrigation purposes. The Canadian Government have not refused to negotiate in the matter, but what they say, is that the condition of other waters on the international boundary should be considered, and not simply Milk River. There are half a dozen points, or more, along the boundary line where parties in the United States are alleged to be improperly diverting waters, and when the Ottawa Government consented to appoint representatives to the International Waterways Commission the price was that all these questions should be taken up and dealt with on their merits. But the Washington authorities very strangely argued that the scope of the International Commission was limited to the waters of the St. Lawrence, and that an investigation of the disposition of waters in Western Canada could not be entered upon by them. Matters have not progressed since that reply to Canada's representations was made by the United States. If a agent of the Reclamation Department, Washington, comes to Ottawa to talk matters over he will, it is said, be politely received, but there is no present indication that the Government will recede from its position, that all matters in dispute, and not simply one isolated case, should be taken up.