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Revenue and Expenditure. The prosperous conditions which have obtained in Canada during the past year are reflected in the national revenue. The revenue of consolidated account for the year ending June 30, amounted to the unprecedentedly large sum of \$63,739,271, giving a surplus of \$22,290,168 over ordinary expenditures, and of \$15,060,075 over all expenditures combined. In this statement, however, neither the receipts or expenditures for the year are complete, but it is said that the final statement will not materially disturb the balance here indicated. Following is a comparative statement of Revenue and Expenditure for the year just completed and the preceding year:

	Total to June 30, '02.	Total to June 30, '03.
REVENUE.		
Customs...	\$31,945,651	\$36,678,836
Excise	11,116,790	11,923,424
Postoffice	3,737,045	4,264,808
Public Works, including railways	6,380,723	7,004,076
Miscellaneous	3,123,503	3,868,124
Total	\$56,303,694	\$63,739,271
EXPENDITURE.		
Expenditure (consolidated acct.)	\$42,255,316	\$41,449,103
Expenditure (capital account):		
Public works, railways and canals	8,084,739	3,979,541
Dom. lands	312,398	357,749
Militia capital	183,424	160,191
Railway subsidies	2,093,939	1,367,032
Bounty on iron and steel	600,180	1,242,218
S. A. contingent	258,777	126,330
N. W. T. rebellion	1,214	2,997
Total capital expenditure	\$11,532,155	\$7,230,093

So large a surplus ought to mean a considerable reduction of the public debt which so far, in spite of prosperous years and expanding revenues, has shown little inclination to diminish its proportions.

Mother Goose on Strikes. Dr. William E. Barton who ministers to a Congregational church in Chicago finds light on the subject of sympathetic strikes in an unexpected quarter: "There was a certain old woman

whose pig would not get over the stile," said the minister, "and she called on the dog to bite the pig. When the dog counted it none of his business, she commanded the stick to beat the dog, and then the fire to burn the stick, and so on till she was endeavoring to bring a remote cause to bear upon the desired effect. Finally the rope began to lunge the butcher, and the butcher to save his life began to kill the ox, and the ox thus threatened began to drink the water and the water to quench the fire, and the fire began to burn the stick, and the stick began to beat the dog, and the dog began to bite the pig, and the pig got over the stile, and the old woman got home that night. But how many things she had set at variance in order to get her own particular pig into her own lot. The whole universe was in confusion. It was good business, perhaps, but it was bad morals. The old woman's method was the method of the sympathetic strike, in which men themselves at peace with their employers, are compelled to strike that they may thus pull the rope that will start the knife that will set the other hostile forces in operation with a stubborn pig at the other end of a long line of causes and effects. I believe in the solidarity of human interests, but I declare that there ought to be a simpler way of getting the pig over the stile."

'Edward the Peacemaker.' It is quite evident that King Edward VII is not a mere royal figure-head in his relations to the United Kingdom and the Empire, but a real and effective force—although a non-obtrusive one—in national and international politics. Under the limited monarchy of Great Britain there is still considerable scope for the exercise of personal influence in public affairs on the part of the Sovereign, and if the influence exerted by King Edward is less autocratic and less open to observation than that of the Kaiser of Germany, it is probably no less effective and certainly no less beneficent. According to reports which were generally credited the King's influence was exerted shortly after his coming to the throne to hasten the termination of the Boer war. It is reported that the royal hand has been at work in Irish affairs and

especially in connection with the Land Bill which, in spite of the fact that the City Council of Dublin still ungraciously refuses to welcome King Edward, is without doubt doing much for the pacification of the Island. The interchange of visits between Britain's King and the President of France, and the marked revival of friendly feeling between the two nations is fairly to be regarded as a triumph of goodwill and diplomacy on the part of King Edward. When, a few days ago, an American squadron under the command of Admiral Cotten visited England, the King did not miss the opportunity of expressing the most cordial good feeling toward the visitors and the nation which they represented, and the welcome given to the visitors was in all respects such as to make them feel that they were regarded as friends and as kinsmen. At a banquet given to the American officers at the Carleton Club, Vice-Admiral Lord Charles Beresford said he believed the day was coming when King Edward would be known as "Edward the Peacemaker."

Since the above was written there has come under our notice a despatch from the *London Times'* Berlin Correspondent to that journal, in which it is said that King Edward's visit to Portugal, Italy and France, President Lonbet's London reception and the toasts and sentiments exchanged with the American squadron force upon German politicians certain facts which are sometimes studiously ignored. The leading part played by King Edward to develop British foreign relations is becoming generally recognized. Moreover the popularity in the best sense of the world of the British Government's foreign policy begins to be appreciated. The attempts to make out that the whole British nation, including the Parliamentary Opposition, does not stand behind the Government in the friendship with America, France, Italy and the alliances with Portugal and Japan becomes daily more intermittent and feeble. The friendship of those nations which on both sides the Atlantic stand for progress in liberty's path is recognized to be a sort of gulf stream encircling and warming the world and bearing everywhere, by the happiest coincidence, the surest guarantee for freedom in the invincible naval power of the co-operating Empires and States.

The Late Senator

Dickey.

The death of Senator Dickey of Amherst occurred on Tuesday after an illness of some months. Mr. Dickey was endowed with a remarkably vigorous physique and a correspondingly vigorous intellect. He was born in 1811. Amherst was the place of his birth and his life long residence. He was called to the bar of Nova Scotia in 1834 and to that of New Brunswick in the following year. In 1858 Mr. Dickey was appointed a member of the Legislative Council of Nova Scotia, he took an active part in the discussions which led up to Confederation, was a delegate to the Charlottetown and Quebec Conferences and was at his death one of the few survivors of the men who constituted the Senate of Canada at the establishment of the Dominion Parliament. Mr. Dickey's talents were not those of the successful party leader, and he was not ambitious of leadership, but in native ability, in acquired knowledge and culture, as well as in breadth of view and sound judgment he was doubtless by far the superior of many who have cut a much more conspicuous figure in public life. His legal learning and his ability as an advocate won for him a recognized place among the very ablest members of his profession. Mr. Dickey was a Presbyterian in religion and a Conservative in politics. His son, the late Hon. Arthur R. Dickey whose career was so suddenly cut short, inherited much of his father's ability and added thereto talents for leadership which the father never manifested. Mr. Dickey was a man of regular habits, and being blessed with a remarkably robust constitution, he was able to preserve his health and strength to a very advanced age having been able to attend every session of Parliament until the present year. It is said that until a few years ago he had never worn an overcoat.

Hon. A. G. Blair's Resignation.

The political event of overshadowing interest in Canada during the past week has been the resignation of the Minister of Railways. Speculation as to the reason of the action taken by Mr. Blair was set at rest on Thursday, when statements

were made in the House of Commons by the Premier and by Mr. Blair himself in reference to the causes which had led the latter to withdraw from the Government. These statements went to show that the generally accepted report that the late Minister of Railways differed radically from the Government policy in reference to the proposed new trans-continental line and had therefore felt it impossible for him longer to remain a member of the Administration, was quite true. Mr. Blair denied that his action had been influenced by personal pique or by any failure of his colleagues in the Government to accord to him the sympathy and support which he had a right to expect. His sole difference with the Government was as to its trans-continental railway policy, and in that matter, as he went on to show, his own judgment differed so radically and so irreconcilably from that of his colleagues that the only honorable course open to him was to resign. Mr. Blair declared himself in favor of a trans-continental road to be constructed and operated by Government. But he could not subscribe to the Government project of building or authorizing the building of a line of railway from Quebec to Moncton, which, he held, would be paralleling and destroying the Intercolonial. He also declared himself opposed to the plan of proceeding immediately with a road from Quebec to Winnipeg. The Government should be content for the present with declaring itself in favor of building a Government line from Quebec to the prairies and thence to the Pacific coast as soon as the need should arise, and in the meantime should make provision for a thorough exploration of the country with a view to obtaining definite knowledge as to the cost of construction and determining the question whether or not a traffic-producing route were available. If a practicable route giving promise of a fair measure of traffic could be found, a Government road should be built, through a commission if that were preferred. And when constructed, such railway should not be handed over to any one existing railway company under lease, but should be operated either by the Government itself, through a commission appointed for the purpose, if so preferred, or by a trust composed of the representatives of the different railways which might intend to use it, under direct Government superintendence and control. This statement on the part of Mr. Blair of course implies opposition to what is understood to be the Government's policy of guaranteeing the bonds of the Grand Trunk Company for the portion of the proposed trans-continental road lying between Winnipeg and the Pacific, and also to the plan of giving to the same Company a 50 years' lease of the proposed new Government road from Quebec to Moncton. The public will perhaps be in a somewhat better position to judge of the merits of the case as between Mr. Blair and the Government in respect to railway policy, when the plan of the Government is brought before Parliament. Then we shall know what the Government has to say in favor of its policy as well as what the ex-Minister of Railways has to say against it. Mr. Blair's stand in favor of cautious and well-considered action in the matter of trans-continental railway construction will commend itself to cautious people. Whether or not he is right in preferring Government construction and control to the subsidizing of railway companies is a question upon which there will be different opinions. The fact is, there are serious objections to both, and probably no man and no Government is yet able to propose a scheme for the construction and management of railways in the public interest, against which some strong objections cannot be urged. It may be noted that the Prime Minister in announcing Mr. Blair's resignation to the House of Commons said that the Government differed decidedly with Mr. Blair in his view that the proposed line from Quebec to Moncton would parallel the Intercolonial. But whatever there may be to say in favor of the more direct line from Quebec to St. John and Halifax, it could hardly be expected that the late Minister, in view of the interest he has taken in the extension and improvement of the Intercolonial, would look with favor upon a scheme for a new road which, whether paralleling the old or not, would certainly very materially and injuriously affect its business and its revenues. It is announced that Hon. Mr. Fielding is for the present acting Minister of Railways, but to whom the permanent appointment will go is as yet matter of speculation. It appears to be generally understood that Mr. Emmerson of Westmorland will be taken into the Government and that there may be other changes, but it seems quite possible that the vacant portfolio will not be permanently filled during the present session.