

soul has moved upward.

It comes again to this, that the one progress we have to plan and work for is the progress of man, of his body, his brain, and, above all, of his soul. And how slow has been the movement here; what lapses, what retrogressions! Compare the modern Egyptian with his far-off ancestors, according to what we read of him in perhaps the oldest book in the world, 'The Precepts of Ptah-hotep.' This book, at the time of the fifth dynasty, is full of the highest morality, where special stress is laid on the vital importance of training children, and of making a son a true gentleman! And have we Christians got far ahead of those Essene communities whom Josephus and Philo describe for us; who laboured in agriculture for their subsistence, who practiced the strictest temperance, of whom we read: 'Here everyone is master of his passions and a friend of peace. In all their work the brethren obey their directions of the superiors, only acts of kindness and mercy are left to their own discretion. Truthfulness in every word is strictly enjoined; they bind themselves to honor God, to practice righteousness towards men, always to hate the unrighteousness and to help the righteous, to be faithful in his relations 'all'. The world has moved since then towards vaster things than Egyptian or Essene ever conceived. Nevertheless, our modern society, in contemplation of such habits of life, might well turn to the recovery of some of these lost ideals instead of boasting itself over much.—J. B. in Christian World.

#### THE BRITISH LOCKOUT.

"Before the shipyard lock-out fades from memory it will be a good thing if some of its lessons are thought over. For this dispute cannot be considered in relation only to the parties concerned. It is big with meaning for the employers in the unionism and the whole of the employers in the country. The original local strikes, which led to the lock out, were, possibly, only ebullitions of temper and dissatisfaction on the part of two small bodies of men. Yet, when the Employers' Federation had taken its decisive action, the whole body of workers affected revolted against their own leaders. There has been something of a grim and inspiring about the unbending resolution with which a settlement twice agreed to by the leaders has been rejected by the votes of the members. Every week that the strike was prolonged meant accumulating hardship to the workers. Almost without exception, the men who went back to work Dec. 16, would begin their day less strong and efficient, and with the thought of a load of debt that will take many months to pay off. Yet, in the face of the counsels of their leaders, they have gone on, depleting the funds of their unions, casting away their prospects of a successful battle later. And they have won! . . . This lock-out has been a business won! . . . to be deplored in every way, but it has big results. The Shipyard Agreement has been made an intelligent instrument, giving equal chances to both sides. On October 5th. last, the present writer said in the columns of the Westminster Gazette: 'There is a looseness about this arrangement which does not seem to make for peace and conciliation, but in drawing up the

Shipyard agreement (and since) the employers have shown themselves averse to the introduction of a neutral chairman.' The neutral chairman has now been brought in, and conferences will no longer be ended by an announcement from the employers' side that they will or will not meet a particular request. That is a triumph for reason as well as a guarantee of peace. The price on as well as of all proportion. In loss of paid has been out of all proportion. In loss of wages and in depletion of the union funds the men have sacrificed three quarters of a million or more. On the employers' side huge quantities of machinery and capital have stood idle, materials have rusted in the yards, contracts have been delayed, others which have been offered have gone elsewhere. The loss here must have been as great as on the side of the men. Yet there is one other thing gained. This long dispute has proved before all else that the lock-out ever, on an ed before all else that the lock-out ever, on a vast scale, is not a dependable weapon. For years now the workers have been coming to the conclusion that the value of the strike is gone. They have thrown themselves against the solid mass of the employers, and they have been broken again. To the masters it has been en again and again. To the masters it has been left to demonstrate that the lock-out can be equally used against a great body of intelligent men, whose tenacity is stimulated by a real sense of injustice, it, too, bends and breaks. With both sides learning their lesson there opens out the possibility of a new era of conciliation. That, however, will only give results if recognized that there is an entire change of conditions from what prevailed in the past. The discontent of the work-er must be recognized for what it is. Here we are facing no paltry question of a shilling more wages or an hour's less work in the week. We are dealing with practically a new class of being, which has come into existence by the way of free education, cheap newspapers, and the stirrings of the social conscience. The worker has been given the tools and the material of thought. He is not content, he will not be content, with the old surroundings of his life, the small deadening aspect of his life, the working on from day to day merely for food and lodging, without the possibility of lifting himself to better things."

"The membership of the U. M. W. in December was the largest in the history of the organization, according to figures given out at Indianapolis last week. The total enrollment for the month was 308,860, an increase of 8,556 over the largest previous December enrollment, which was in 1907. The increase for last month over the corresponding month last year is 16,137. Why, they tried to make us believe in Nova Scotia that they were some 400,000 strong.

The most tragic accident that has happened to the Atlantic coal fleet for years occurred on Tuesday of last week off Cape Cod, when three Philadelphia & Reading barges broke away from the tug Lykens during a gale and were dashed to pieces against the rocks, the 17 men that made up the crews being drowned. A life-saving crew was stationed on the shore nearby, but was unable to render assistance owing to the violence of the storm. The barges sailed from Port Richmond on New Year's Day and were bound for various ports north of Boston. (Coal Trade Journal.)