

Messenger and Visitor

First Baptist Church
Care of N Beckwith
181 Dresden Row

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Philanthropic

Colonization.

Mr. Rider Haggard, widely known as a novelist and somewhat less widely known as a sociologist, is now on a visit to this country as an agent of the British Government and for the purpose of promoting colonization work of a philanthropic character and on the same lines as that which is being promoted by the Salvation Army in the United States. Mr. Haggard and Commander Booth-Tucker have recently been in Ottawa together in the interests of this work. It is seven years ago since the Army in the United States, under Commander Booth-Tucker's direction, made its first attempt to help the worthy poor of the largest cities by planting them in agricultural colonies. General Booth considers that the theory of deliverance for the crowded and poverty stricken communities of the cities may be formulated as follows: "Place the waste labor on the waste land by means of waste capital, and thereby convert this modern trinity of waste into a unity of production," or as someone else has put it, "Place the landless man on the manless land." The Army has now three farm colonies in different parts of the American Union, situated as follows:—Fort Amity, in Colorado, in the fertile valley of the river Arkansas. Fort Romie, in California, not far from the famous Hotel del Idote, near the Bay of Monterey. Fort Herrick, in Ohio, about twenty miles from the city of Cleveland. The Colorado Colony is described as follows: Early in April, 1898, a section of land consisting of 640 acres (since increased to nearly 2,000 acres) was purchased in the neighborhood of Holly, on the line of the Atchison, Topeka and Santa Fe Railway, 267 miles east of Denver, in the valley of the Arkansas river. This colony is the most important in the United States, with an almost unlimited opportunity for expansion. The soil is rich and the climate superb, the elevation being some 3,500 feet above the level of the sea, thus avoiding the extremes of heat and cold. The Mining camps of Colorado afford an excellent market on the one hand, while on the other the colony is on the highway to the principal cattle markets of the midwestern States, being linked to both by the Santa Fe Railway. There is a sugar beet factory in the valley within easy distance of the colony, giving a market for that valuable crop. A handsome orphanage has been built at a cost of \$75,000, capable of accommodating 100 children. The colony also has a post-office, school houses and railway accommodation. All the colonies appear to show satisfactory results. Hundreds of colonists have passed through these institutions, trained as farmers or fitted for pursuing other honorable avocations in life. Some now own their own farms or are prospering in other lines of business. It is on the growth and success of these concerns that Mr. Rider Haggard will report to the British Government. He will also say what he thinks of Canada as a home for the British emigrant and colonist.

Congo Atrocities.

The London *Baptist Times* calls attention to a report given by *The West African Mail* of a Commission of Enquiry into the Congo Atrocities, held at Beloko in November last. "Among the witnesses called," says *The Times*, "were three of our missionaries, Messrs. Scrivener, Grenfell and Clark. Mr. Scrivener gave the results of his own observations during his 150 mile tramp through part of King Leopold's special preserve, the funds collected from which are not accounted for in the budget statements of the Congo State. 'Men of stone,' writes one of the witnesses, 'would be moved by the stories that are being unfolded as the Commission probes into the awful history of rubber collection.' This secret fund collected for the King of the Belgians is employed, according to the Premier, in ministering to the artistic sense of the Belgian nation. Messrs. Grenfell and Clark also spoke out strongly against forced labour, the former remarking that what was needed in Congo land was protection for the people, rather than a 'close time' for the preservation of game. We have already referred to the evidence given before the Commission at Monseme by Rev. J. H. Weeks. His statements have been amply substantiated by M. Grenade, the Judge for the Bangala district, and are a damning indictment of the Government of the Congo State and of the system of granting monopolies to chartered companies. Taxation is simply a euphemism for slavery. Whole towns and peoples have disappeared, crushed out by taxation. A deficiency of a few goats in

the amount required from a village is a sufficient reason for its destruction and the murder of its hapless inhabitants. Where the natives have escaped the rifle and the bayonet by the payment of the taxes demanded, their lot has perhaps been even worse. The rapacity of the collectors has devastated as well as depopulated the country, and in order to make up the tax, the people have been obliged, in numberless instances, to sell themselves into slavery. The character of men like our own missionaries places their evidence above suspicion, but it is well to remember that their statements have been confirmed in every particular by the missionaries of other Societies and by independent observers, such as Mr. Casement, the British Consul, whose report to Lord Lansdowne we referred to at the time of publication."

Method in

Wheat Pro

duction.

The failure in the productiveness of the wheat lands of the United States is a subject to which public men in that country are giving some attention. And as prevention is proverbially more effective than cure, it would seem wise that this subject should receive attention in Canada, in order that, if possible, the remedy may be applied before the period of failing production is reached. From a Washington despatch it is learned that Mr. James Wilson, for more than eight years Secretary of Agriculture in the Washington Administration, has been studying the problem of wheat production both in the United States and in Canada, and the relation of this production to domestic consumption and foreign trade. The Secretary believes that unless the present methods of wheat farming in the United States are changed, the time will soon come when the domestic production of wheat will not be large enough to supply the bread which the American people consume. While the wheat crops of Canada are increasing rapidly, there is little prospect that the bumper crop in the United States of 1902 will be exceeded in that country in the near future. Yet the domestic consumption of flour is increasing enormously. Our methods must be changed, Mr. Wilson declares. "We can raise two or three times as much wheat as needed," said Mr. Wilson, in discussing this matter. "There is practically no limit to the amount we can produce. But we have yet to learn the most economical use of our wheat lands. There must be some regard for the rotation of crops, or the home demand for bread may exceed the home product. They are robbing the land now in raising wheat year after year on the same tract until it fails to produce a big yield, and then moving on to lands farther west. And now some of them have robbed the land of all they can here and are moving over into Canada."

Immigration via

Halifax.

The winter shipping season now nearing its close has been one of the busiest in the history of Halifax, the trans-Atlantic trade, both export and import, having been large. The greatest activity of the season, however, was in immigration. Up to April 17th, 16,181 passengers had landed at the port since November, and this number will be increased to 18,445 by the coming of steamers due to arrive before the close of the winter season. To transport this army of immigrants westward forty special trains with more than five hundred cars were required. The special feature of this year's immigration is said to be the preponderance of British among the new arrivals. The Hamburg-American line steamers which in former years landed thousands of Germans and other immigrants from northern Europe has so far sent only one steamer. English, Scotch and Irish young men formed the majority of the immigrants, and they are settlers of a superior class, many of them coming second cabin and well supplied with funds. Large numbers of Europeans came also, and they are reported to be of a much better class than those coming in previous years, showing that a system of rigid inspection has resulted in weeding out undesirable classes. The great majority of the new settlers were brought by the steamers of the Allan and Dominion lines.

Cape to Cairo.

"It seems only a little while ago since Cecil Rhodes gave serious voice to the dream of many by proclaiming the Cape to Cairo railway as his actual policy," says the

Montreal Witness. "Yet to-day seventeen hundred miles of that road are built from Capetown to the Zambesi, and construction is being pushed with energy north of that river, in the direction of Lake Tanganyika. At the same time, starting from Cairo, the British system of railways, civil and military, has been extended beyond Khartoum, and surveys in the direction of Lake Victoria Nyanza are well advanced. Altogether, it may be said, and the dream of Cecil Rhodes is already about half realized, and the prospect of its completion in a few years is assured. Last week the great bridge, an important link in this six thousand mile railway, over the Zambesi at Victoria Falls, was completed. This bridge, of the cantilever type, is six hundred and thirty-five feet long, four hundred and twenty feet above the river at low water, and is said to be the highest in the world. An idea of the magnificence of Victoria Falls may be obtained from a comparison with those of Niagara. More than twice the width and height of the Niagara Falls, the Victoria Falls precipitate double the volume of water into a gorge forty-five miles long, that for depth and terrors of nature is beyond all comparison with the whirlpool and gorge below Niagara Falls. Livingstone was the first European to visit the scene, and his memory is perpetuated in the name of an island on the edge of the cataract. A great city, also to be called Livingstone, is planned in the vicinity of the falls, which will supply abundance of power for the limitless industrial establishments that it is expected will be required to supply the wants of the continent when it will have been opened to civilization and settlement. Thus the heart of the Dark Continent is being pierced from north and south, and the time is not far distant when a tourist will purchase a ticket for the Cape via Cairo, and the mystery that has enshrouded Africa since creation will disappear forever."

From Hudson Bay.

Mail has been received by the Dominion Government from the Mounted Police on patrol duty in Hudson's Bay district. The steamship *Arctic* which left Quebec on September 17, arrived at Cape Fullerton, Hudson Bay, on October 18, just in time to get into winter quarters before being frozen in. There was no sickness during the voyage, and the police who had been in Hudson Bay the previous winter were all in perfect health and had done some very good work. The mail just received, which left Fullerton on Feb. 4, was carried by the police, one native, and dog sleds across Hudson's Bay to Fort Churchill, thence via York Factory, Oxford House, Norway House and Lake Winnipeg by native employees of the Hudson's Bay Company, a distance of above two thousand miles. After getting into winter quarters, the police made an expedition with dog sleds, through Chesterfield Inlet to Baker Lake, a round trip of over four hundred miles. The hardships of the trip were compensated for by the hearty welcome given by the natives, who were met in very small numbers, long distances apart. Deer, foxes, wolves and ptarmigan were found to be numerous; also good fish in the rivers and lakes. Seals were plentiful at the entrance of Chesterfield Inlet. Large numbers of caribou were seen in the interior. November 9, the King's birthday, was celebrated as a general holiday, the police, members of the crew of the *Arctic* and those of the whaling vessels joining in a football match on the ice, and in a social entertainment in the evening. Christmas was also observed as a day of rejoicing and indulgence in such luxuries as the ship's stores provided.

In the Far East

Interest in the war news from the East during the past week has centered in the position of the Russian Baltic fleet and the probabilities of an encounter between Rojstvensky and Togo. In Japanese newspapers much irritation had found expression at the fact that the Russian fleet was permitted to lengthen its stay in the French waters of Kamranh Bay, Cochinchina, and the situation led to a protest on the part of the Japanese Government to France over what was regarded as a manifest breach of the laws of neutrality. It would seem that the French Government recognized the justice of Japan's protest and made representations to St. Petersburg, which had the effect of causing the Czar to instruct Admiral Rojstvensky that he must keep outside French waters. It seems certain at all events that the Russian ships have now left Kamranh Bay, and speculation is active as to what course Rojstvensky is taking and what are the probabilities as to a meeting with the Japanese fleet. Beyond a despatch to a Paris newspaper telling of firing heard off Kamranh, supposed to indicate that Admiral Rojstvensky's squadron was engaged with Japanese scout ships, there is no further information respecting the hostile fleets. Rumors as to the intended movements of the Japanese fleet are no doubt fabrications. Admiral Togo is not likely to advertise his movements to the world at a critical time.