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Sawdust and Fish. There has been a difference of opinion as to the effect of sawdust thrown into our rivers, upon the fish of these rivers, and some very bitter things have been written and spoken on the subject. In a recent lecture by Prof. Knight of Queen's University, the following summary of his views may be of interest to many of our readers. "That in a rapidly running stream of water the presence of sawdust has no injurious effect upon the fish; but if the water is stagnant it rapidly becomes injurious. In his experiments he found that this was due to certain substances which were dissolved out of the wood, and further, that the sawdust from white pine and from cedar seemed to be the most injurious; also that the character of the sawdust to a certain extent influenced the amount of the materials that might be dissolved from sawdust. Prof. Knight said that experiments showed that the destruction of fish in stagnant water by sawdust was not due to putrefaction of the sawdust, but to those substances extracted from the wood, and that in time with fresh air and sunlight the water would purify itself. In experimenting where the smallest percentage of sawdust was present compared with the flow of the stream, he found small fish would live about two hours. That was in a strength of about .16 per cent. of sawdust. This was in slowly running streams. Comparing these results with the amount of sawdust in streams flowing more rapidly, and taking into account the flow of the stream and the amount of sawdust passing in per diem, he concluded that the amount of sawdust would not reach more than .004 per cent., and he did not think that it was much of a factor in the destruction of fish-life in a rapidly flowing stream.

A Deadly Weapon. A Danish officer has invented a machine gun which may cause a revolution in infantry tactics. It has been formally adopted by the Danish army. It has all the advantages of the old machine gun with none of its disadvantages. The old gun is a heavy piece of artillery mounted on wheels, while the new gun weighs only thirty pounds and may be carried together with its tripod and ammunition by a single soldier. This portable weapon may be fired at the rate of 200 rounds a minute. Its ammunition is carried in curved magazines, each holding 30 rounds, several of which may be packed, side by side in a curved knapsack made for the purpose. It may be carried into many places where a machine gun could never be dragged, as, for instance, mountain fastnesses, where the horses and mules necessary for drawing artillery could not penetrate. For defensive warfare it is particularly adapted. It has no carriage and needs no shield, which may offer itself as a mark to the shells of the enemy. Instead, it can be hidden away during the time of a bombardment. Then when the enemy's infantry advances to the attack, the useful little guns can be brought forth, placed upon the parapet and fired with deadliest effect. Another use to which this weapon may be put to advantage is the arming of marines, to whom in small operations on shore in which they are apt to take part, it would be of wonderful assistance. Military experts say that the possibilities that may be found in a corps of mounted infantry with a third of its number carrying these weapons, and the remainder carrying ammunition, are startling to contemplate, as the corps thus equipped could combine the qualities of infantry, cavalry and artillery and would be almost invincible.

Mr. Chamberlain and the Dutch. It looked at one time as if Mr. Chamberlain was to have it entirely his own way in South Africa. In the Transvaal and the Orange Free

State those Boers whom he met were civil in their attitude, and took the hand of proffered friendship as it was held out to them, and expressed their willingness to forget the past, and do what they could to develop their country under the new regime. But when Mr. Chamberlain got back to Cape Town he found a different state of things. The British residents who had stood true to the flag during the war and had suffered much for their devotion, were disposed to resent the favors bestowed upon those who had been disloyal, and on the other hand, the Dutch of Cape Colony were equally as pronounced in their antipathy to the British. So hostile were the feelings expressed that Mr. Chamberlain felt compelled to speak his mind pretty freely as to the conduct of both parties, and gave them distinctly to understand upon whom the blame would rest if the unity of the colony were delayed and these bitter sectional feelings continued to be cherished. The outlook at the Cape for a reign of peace and good-will is not bright with promise. But patience and firmness and a desire to do what is right will win eventually.

Kansas and Prohibition. Prohibition by law has been in force more or less in Kansas for twenty-one years, which is time enough to test its value, for it has reached its majority. The statistics which have been gathered are full of interest. In five of the 105 counties the prohibitory law is not enforced. These five counties have 17 per cent. of the population and furnish over 30 per cent. of the crime. The population in these twenty-one years has increased from 996,616 to 1,470,495, while the number of prisoners has decreased from 917 to 788. That prohibition is generally enforced appears in the fact that the United States collects in Kansas only \$7,700 for each 10,000 inhabitants, while in Nebraska, not a prohibition state, it collects \$250,000. In the last ten years Kansas has gained three cities of over 10,000 inhabitants while Nebraska has lost three. Kansas while purely an agricultural State, is one of the most prosperous in the Union, and can afford to spend two million dollars annually on her schools. She saves it, in beer and whiskey. Prohibition may not prohibit, but it lessens crime and increases the productive power of the community where it is in operation. We should like to see it enforced in these Provinces for twenty-one years. The gain in manhood and morals and intelligence and mutual prosperity would be simply astonishing.

The Joint Commission. All those who desire to see good feeling obtain between this country and the United States learn with great satisfaction that the Joint High Commission will meet again in October. Negotiations will be renewed with a view to the settlement of all outstanding differences between the two countries, except of course, the Alaskan boundary question. There will be the Behring Sea and North Pacific sealing question. The inland fisheries are a constant source of irritation. Then there is the transportation question, which grows in importance as trade and commerce increases. The alien labor laws are of such a nature as call for their total abolition or a great modification. For some time the United States has been desirous of revising the agreement of 1817, respecting war vessels on the Great Lakes. The United States shipyards on these lakes desire to build war vessels for the government of such size as may be taken to sea through the canals. But any increase of armaments for use in these lakes ought to be strenuously opposed by Canada. The most important subjects however, will very likely be, the consideration of the customs duties and reciprocity. There is no doubt that a more equitable adjustment of tariffs would be of mutual advantage.

The Alaskan Railroad. Alaska is to have a railroad in the near future. The contract for building it has already been awarded to a well known contractor who agrees to have the line completed in three years. It is said that 5,000 men will be at work in its construction next year. The water terminus will be at Port Valdez, at the head of Prince William Sound (on the south coast) where there is a fine and spacious harbor. It will follow the Copper River Valley for a considerable distance, and will reach the Yukon at Eagle City, thence following the course of that river to Dawson. The completion of this road will make it the favorite route to the Klondike and the Yukon, for the length of the road to Dawson will be less than 400 miles, while that of the present route (not all rail) from Skagway is 575 miles, and the water route from the mouth of the Yukon is nearly three times as long. The region between Port Valdez and Eagle City is rich in minerals—copper and coal, as well as gold. There are indications that the country is to yield great quantities of copper. It is said that large supplies of petroleum exist in the neighborhood of Port Valdez within a short distance of the coast. This railroad will hasten the development of all these resources.

Great Britain and Ireland. The relations between Great Britain and Ireland are likely to undergo a complete change. If the bitterness of the past can be made to give place to friendliness, then may we expect the dawn of a new era for Ireland. Certainly, the man or the government that succeeds in overcoming the difficulties which have kept Ireland in a political turmoil for many years, will deserve the congratulations of all who are interested in the prosperity of the Empire. The negotiations between the tenants and landlords have led to some definite proposals which, if carried out, will make the relations between these two classes what they really ought to be—at least, will tend in that direction. It is proposed that the tenant may purchase his holding on agreed terms, not to become full owners, but to have a proprietary interest in them; thus the landlord would not be driven from the country but would remain with his tenants, the two working in harmony, and mutually helpful. Of course much will depend upon the action of Parliament. The scheme as proposed involves a heavy expenditure of money at the outset—one estimate says, one hundred million pounds sterling. This will have to come out of the British tax-payer, and he may feel that more is taken out of his pocket now than he can afford to pay. The fact is that something must be done, because it ought to be done, to bring the peoples on each side of the channel into loving relations, and vital sympathy, with each other. Almost any expenditure to bring this about is worth the effort.

The Cape of Good Hope and Immigration. The immigrant question is a living issue in British Columbia, and to a lesser extent in the other Provinces of Canada. The action taken by other colonies may be helpful to a better understanding of our own conditions. The legislature of Cape Colony has passed an Immigrant Act which prohibits the landing in the colony of a certain class of immigrants. The Act is aimed at paupers likely to become a public charge, and other undesirable persons. It also prohibits the landing of any person who, when requested by a duly authorized officer to write out an application, in the characters of any European language, to the satisfaction of the minister, is unable to do so. This part of the "act" has reference to Asiatic immigrants. The "act" exempts illiterate Europeans, even when unable to read and write, and without visible means of support, who are agricultural or domestic servants, skilled artisans, mechanics, workmen or miners.