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The 'Vigilant' and the Poachers.

The Government cruiser 'Vigilant' has had several encounters of late with American fishing tugs poaching in Canadian waters on Lake Erie. The most serious of these incidents occurred Sept. 17, when the 'Vigilant' riddled the big steam tug 'Harry G. Barnhurst' with small shells from her rifle on the patrol boat. The tug, according to its captain's statement, was about five miles over the line drawing nets when the 'Vigilant' appeared. Three other tugs were also over the line, and ran away when the chase started. Captain Dunn of the 'Vigilant' ordered the 'Barnhurst' to stop, but instead of doing so her captain put on all steam and started for the line. He took a south-westerly direction and could not be headed by the 'Vigilant.' It has become quite the custom for the Erie fishermen to cross the line, regardless of strict orders from the companies employing them, and have exciting brushes with the 'Vigilant.' They never think of surrender when there is a chance to run away. More than thirty shots struck the vessel, and of these fifteen of the small shells landed with telling effect on the upper parts, so the boat careened to one side with the mass of wreckage when she came into port. Having been used for a pleasure steamer, the 'Barnhurst' is of large size and well fitted with steam equipment. The fireman, Magnus Johnson, fainted in the hold from over-exertion in keeping the steamer going ahead. He was reported killed, but revived after reaching shore. Two fishermen were cut in the face by splinters shot away by the 'Vigilant's' bullets.

Lead, Fruit and Lumber.

The Tariff Commission is now holding meetings in British Columbia. Among the industries which are asking for additional protection are those of lead-mining, fruit-growing and lumbering. At the sitting of the Commission at Nelson statistics were presented showing that British Columbia produced \$1,421,874 worth of lead last year and that the output is increasing. The burden of the lead miners' statements was that the industry is now in good shape, but that the bounty on lead mining being only a temporary aid, a duty should be put on pig lead when the bounty expires three years hence. They also asked that as soon as dry white lead, orange mineral and litharge are made in Canada they should be protected.—The Southern British Columbia Fruit-growers were represented at Nelson by a delegation. They appear to be fairly well satisfied with the protection they now have, and are willing that oranges and lemons should be admitted to Canada duty free. But they strenuously oppose the request of the Winnipeg dealers for lower duties on fruits produced in Canada. The delegates spoke with great confidence of the horticultural prospects of British Columbia, and said that in a few years they would be able to supply the Prairie Provinces with all the fruit capable of being grown in Canada, which they would require.—But if the Fruit-growers were modest in their demands the same cannot be said of the lumbermen. They admit that the output of lumber produced west of Lake Superior is increasing and amounts to 50,000,000 feet annually, while only 2,000,000 feet are imported, that is, they have 90 per cent of the market secured to them by the present tariff and they frankly say that they want the other ten per cent. Considering the immense amount of building material which is now required in the Northwest it may well be considered whether it is not more important to the general welfare of the Dominion that the settlers in the Prairie Provinces shall be able to secure their lumber at a reasonable price than that the lumber kings of British Columbia shall be able to amass fortunes by securing an absolute monopoly of the business.

Not a Case Bell.

It was reported some weeks ago that an official inspection of the boundary line between the United States and Canada had revealed the fact that a small district included in the State of Vermont was really on the northern side of the international line. This report led a Texan editor to write what is described as a "ringing editorial," protesting against any transfer of Vermont territory to Canada. One wonders what the views of the Texan editor would have been if the case had been reversed and that

the boundary line had been deflected to the north instead of to the south. However, this bellicose Texan will not be called upon to shoulder his rifle in the interests of Vermont. It has been ascertained that the boundary line is all right. The report that it required to be rectified grew out of the local observation that the line is not straight. Those who originally traced it with imperfect appliances approximated the parallel and when the two governments put up monuments they accepted the line as traced rather than the actual astronomical line, according to all boundary practices. It was thought that some of the markers might have been displaced or obscured, but the party found the original course exceptionally easy of identification.

The Intercolonial

The Minister of Railways is evidently giving close attention to the affairs of the Intercolonial. In company with the Deputy Minister, Mr. Butler, he has recently made a tour of inspection with a view to securing first-hand information concerning the state of the road, its equipment and of matters generally connected with its operation. So far as the condition of the road and its rolling stock is concerned the result of the inspection is reported to have been gratifying to the Minister and his deputy. They are of opinion, however, that some changes in respect to management and operation may be made with advantage. More recently Mr. Emmerson has had a conference at Moncton with the heads of departments and other officials of the Intercolonial, and has clearly intimated to them that unless the road can be run so as to avoid large annual deficits, the Intercolonial will cease to be a Government road. In addressing the heads of departments at Moncton Mr. Emmerson according to the 'Transcript' said:

"Such changes as will prevent the existing deficit being repeated are necessary. If this is impossible, or if we cannot make ends meet, then I say that the end of the Intercolonial as a government operated road is in sight. I am fully imbued with that idea, and I think the trend of events bears me out. Of course, somebody may say that if, this were so the people of the Maritime Provinces would arise in their political might and go against any government or set of men who might advocate the handing over of the Intercolonial to a company. Let me say, the people of the Maritime Provinces would be numerically at a disadvantage in a contest of that nature, when, opposed by the forces that would be on the other side. I direct your attention to these facts in order that you may see the thing as I see it, and that you may help demonstrate, if it can be demonstrated, that the Intercolonial can be carried on under the present system without such a great disparity between receipts and expenditure. There is one view that I have communicated to the press, and will mention to you here: I would like to see a system inaugurated by which the heads of the various departments would be held accountable for results. They must show decision. They must decide what ought to be done under certain circumstances, and do it. Every man in charge of a department will be expected to have some backbone. Each department should be self-contained so far as responsibility is concerned, and each man must feel that the burden is upon him of bringing about better results. He must not lean on somebody else, and if he confesses by the results that he is incapable, it simply means that he will have to make way for someone who will try and do better. I am not going into this matter without a full sense of what it means to all of us, and I am prepared to take the consequences of all I am attempting to do. If I fail, I will gladly make way for someone else. I do not, however, think we need spell out the word failure just now if every man will be imbued with the same desire and determination of purpose that I have."

Canada's Trade

The fiscal statistics of Canada for the year ending June 30th last indicate a large, but as compared with the figures for the preceding year, not an increasing trade. The trade of the last fiscal year amounted in the aggregate to \$470,151,299, being \$2,581,749 less than for the previous fiscal year. The imports totalled \$266,834,417, an increase of \$7,622,614 over the preceding twelve months. The exports amounted to \$203,306,872, a decrease of over \$10,000,000 in domestic and foreign goods combined and of \$7,559,493 in

domestic products only. Of dutiable goods there were imported \$157,164,975, a gain of \$1,056,922, and of free goods \$100,669,442, an improvement of \$6,566,029, over the previous year. An examination of the returns in detail show that Canadian imports from British possession decreased by \$18,121, while our exports to British possessions lessened by over \$15,000,000. On the other hand, we bought nearly \$8,000,000 more from foreign countries and augmented our exports to foreign countries by \$5,491,038. From Great Britain we imported \$90,583,811, worth of goods, and sent that country \$104,958,771 worth, decreases of \$1,422,098 and of \$15,632,605, respectively. We bought goods to the amount of \$166,070,890 from the United States, while our exports to that country reached a total of \$75,563,015, being an increase of over \$9,000,000 in imports and of nearly \$5,000,000 in exports. Our imports from France were greater by nearly a million of dollars and our exports to that country less by \$66,630. In spite of the surtax, German goods to the amount of \$6,642,139 entered Canada. This, however, was \$1,386,405 less than for the previous year.

The Automobile

The automobile or motor-car is not an unmixed blessing. Its advent in rural districts is by no means hailed with universal delight by the inhabitants. The tremendous clouds of dust which on a dusty country road follows in the wake of a swiftly moving car entails an experience far from pleasant for all other occupants of the road. And the fact that the automobile is a terror to the majority of horses is a still more serious matter, resulting not infrequently in serious accidents and keeping those who still use the more primitive form of locomotion in constant apprehension. But there cannot be any doubt that the automobile has come to stay, and its use will rapidly become more general. This will be the case especially in countries possessing an extensive system of good highways and in which the climate is such as to admit of the use of wheeled vehicles all the year round. In countries like our own which are snow-bound for several months of the year and in which the country roads are generally narrow and too rough to admit of a high rate of speed, the introduction of the motor carriage will progress less rapidly. But even in this country the automobile is likely to come more and more into favor, and its coming will probably be accompanied by an improvement in the public roads which will permit of its still more general use. In countries like France and England, where there is a great extent of broad roads and smooth highways and wheeled carriages are used all the year round, the motor car is already to a large and continually increasing extent taking the place of horse carriages. A London correspondent of an American paper writes: A striking indication of the future of motor traffic has been afforded by a trial run of a double decked motor omnibus from London to Brighton. Daily service over this popular old coaching road is about to be instituted. Fifty miles will be covered in about four hours. Throughout the country motors are being placed on historical coaching routes. The complete success of this new form of locomotion is linking also isolated villages with trunk railway lines for passengers and farm produce. Motors are revolutionizing the short excursion traffic, and driving the last remaining coaches off the road.

All reports indicate that the wheat crop in Manitoba and the Northwest, which is now being harvested and marketed, is excellent both as to quantity and quality. Estimates place the crop at from 90,000,000 to 100,000,000 bushels. These figures may not be realized, but there is little doubt that the crop is a large one, and it is quite certain that in quality it is far superior to that of last year. Last year there was almost no wheat which registered No. 1 hard, and comparatively little that registered No. 1 northern. But last week out of 568 cars inspected on two consecutive days, 93 cars were No. 1 hard and 329 No. 1 northern showing that the great bulk of the shipment was of the highest grades. The crop is also being marketed much earlier this year than last. Up to September 20, 981,000 bushels had been received by the Canadian Pacific Railway as compared with 178,000 up to the corresponding date last year.