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THE LATE GENERAL BOOTH. HISTORY will give General Booth no mean place among the prophets, using that term in its truest sense. In his early days he suffered the usual persecution of the prophets. He was stoned and abused by the orthodox and even by the very classes to whose uplifting he devoted his marvellous energies and common sense. It is said that he was "expelled" (but that word is probably too strong) from one of the Methodist Connections because of his enthusiasm for street-preaching. It is difficult to imagine any religious organization professing to follow in the footsteps of John Wesley, taking severe action against a man for street-preaching. Be that as it may, there was no lack of hostile criticism of Salvation Army methods by religious organizations, the methods of which were less effective. Even the police in many cities (including Montreal) were hostile to a religious movement which they failed to understand, but which has done more to reform the criminal classes than all the police and all the prisons in the world. General Booth lived to "stand before Kings" to be the honoured guest of King Edward and King George, and what was more to him, to see his labors crowned with success in many lands. The corps and outposts, the officers and cadets, the rank and file of the Salvation Army are numbered by thousands to-day, but no statistics can do justice to its victories. Thanks to the initiative of this great organizer, there are hundreds of thousands, perhaps millions, of people who have risen "on stepping stones of their dead selves to higher things." He struck the key note of Christianity when he taught the supreme duty of self-sacrifice for the sake of the salvation of others. Many who, no doubt, disagree with some of his dogmas gladly recognise the spirit of his work. The Archbishop of Canterbury, and other bishops and laity of the Church of England, the ministers and laymen of Protestant churches and representative people of the Jewish faith might find it difficult to agree among themselves upon every point of religious doctrine; but they are one in recognising the greatness, the sincerity and the devotion of William Booth and in their sympathy for his family and his well loved people.

That his loss will be severely felt by the Salvation Army and by the "submerged tenth" there can be no doubt, but the work did not die with him. He has left many workers animated by the same Christian spirit of self-sacrifice for the salvation of

others, and he has placed on record his ideas of what is essential to the work. He said: "You must go to the people with the message of salvation, instead of expecting them to come to you. You must attract the people so as to induce them to come within earshot. You must save the people, pushing them to decision, working up to the given end, and then striking when the iron is hot. You must employ the people, for there is no way of keeping saved except by being busily engaged in saving other people."

In varying degree some of the most orthodox churches have adopted or adapted these principles. General Booth's inspiring influence has reached far beyond the limits of the organization which acknowledged his authority. It would be an unwarrantable detraction to assume that the work must fall because its originator is dead. The continuance of the work is part of the General's triumph over the last enemy.

THE MAJOR Leonard, chairman of the National Transcontinental Railway Commission, makes the gratifying announcement that the line will be completed to Cochrane, the junction with the Temiskaming and Northern Ontario Railway this fall, and in all probability in time to help in moving the crop. He says: "There are only some eighty miles of steel to be completed and with fair luck we should have this link finished so as to take our share of the grain of the prairie provinces.

"However, whether our expectations will be fulfilled remains to be seen. We have had unexpected delays during the past two weeks. There have been severe forest fires along the line of the Transcontinental, while it is very difficult to secure labor. The demand for farm hands in the Western wheat fields has resulted in many laborers leaving for the harvest scenes. We will have the steel completed some time this fall, but whether in time remains to be seen."

"It is a rush against time, and upon the result of the rush will depend to a large extent whether there will be a grain blockade this fall. If the section is completed to Cochrane, it means that instead of one single track east of Fort William there will be two to handle the West's crop. The transportation facilities will be doubled."