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**Maritime Representative at Ottawa.**

There is to be a meeting of the Provincial Premiers in Quebec in September for a discussion of matters connected with the inland fisheries, and it is reported that the Premiers of the Maritime Provinces are desirous of taking up at that Conference the question of modifying the British North America Act in such a way as to preserve intact the representation of Nova Scotia, New Brunswick and P. E. Island in the Dominion House of Commons. According to the provisions of the Act, the representation of Quebec Province was to remain at a fixed number and that of the other Provinces was to increase or diminish according as the population of those Provinces should increase or diminish in comparison with the population of Quebec. As the Maritime Provinces have not kept pace with Quebec in population, there has been some loss of Maritime representation at Ottawa and this is likely to continue. As the population of Manitoba, the Territories and British Columbia is increasing with comparative rapidity and will doubtless increase still more rapidly in the future, the comparative strength of the Maritime representation in the Commons is likely to be quite seriously diminished as time goes on. It would appear that there was an intention of having this matter discussed with the Colonial Secretary in London, but Mr. Chamberlain's accident, it is said, interfered with carrying out that intention. Premier Peters of P. E. Island is understood to claim that his Province was admitted to Confederation on a tacit, if not an expressed, understanding that its representation in the Federal Parliament should not be lowered.

**The Proposed Atlantic Service.**

The proposal of the Canadian Pacific Railway Company to furnish an Atlantic service, including both a line of fast passenger boats having a speed of 20 knots and a freight line with a speed of 15 knots, has aroused much interest both in this country and in England. The scheme is said to contemplate the putting on of four passenger boats and ten or eleven freighters, which would involve an outlay for construction or purchase aggregating about \$25,000,000. The C. P. R.'s proposal is understood to be conditional on the payment of annual subsidies by the British and Canadian Governments amounting to \$1,500,000. A few years ago the Dominion Parliament authorized the Government to pay an annual subsidy of \$750,000 for a satisfactory British-Canadian line, and it was understood that the British Government would also subsidize such a line, though perhaps not so heavily. There has not been, however, on either side the Atlantic, any urgent popular demand that the scheme should be carried out, the prevailing idea in this country being apparently that its cost to the people would be greater than its value. The apprehensions caused by the establishment of the Morgan syndicate have however disposed the people of England to look upon the proposal for an all-Canadian line with more favor, and the C. P. R. Company has accordingly taken advantage of a favorable opportunity to present its scheme. If however a new Atlantic service is to be established on the lines indicated, it is hardly probable that the C. P. R. Company will have everything its own way. The Allans, the Elder-Dempster Company and others will expect to be considered in the matter, and as they have so far stood aloof from the Morgan combine they will not likely be ignored. Mr. D. W. Campbell, of the Beaver line, who returned from England a few days ago, having gone over for a conference with Sir Alfred Jones, head of the Elder-Dempster Company, is reported as saying: "In England I found the Canadian ministers anxious that a proposal for services should be submitted to

them by the Elder-Dempster Company and the Allan line. The consequence was a proposal on the part of the two lines for several services, one to England, to the Cape and to Australia. I cannot state exactly what these proposals were, but the questions of service and subsidies are now being considered." There are differences of opinion expressed as to the rate of speed required in the passenger boats. Some would have it the highest attainable—23 or 25 knots—while Mr. Campbell is of opinion that 18 knot boats, making the voyage between Quebec and Liverpool in five and a half days, would answer all present demands as to speed, and with such boats six or seven thousand tons of freight can be profitably carried. With the faster boats the space available for freight would be reduced by more than 50 per cent. and the expenses of running would be greatly increased. The Associated Press publishes a despatch which purports to be authorized by the Canadian ministers now in London which is to the effect that many of the reports current as to the establishment and maintenance of a steamship service between Canada and England are incorrect, and although various proposals are under consideration by the ministers no conclusions have as yet been rendered with regard to subsidies and other matters.

**Lord Dundonald.** Lord Dundonald, the new commander of the Canadian forces, comes to this country under favorable auspices, and not as an entire stranger, for he had under his command in the South African campaign Canadian soldiers who won his respect and praise, and the Canadians on their part were proud to serve under so able and successful a leader. In a speech made in Liverpool just before embarking for Canada, his lordship is reported as saying: "If I did get into Ladysmith it was because the men who were with me were mostly irregulars, Volunteers. I am very pleased to be going out to command the Canadians. I have already had them under me, and I found them men—men, as I told them, from the top of the head to the soles of their feet—real men, who did not want flattery, but who would go anywhere and do anything."

Lord Dundonald is the twelfth earl of his line, and joined the 2nd Life Guards at the early age of 18, a regiment of which he has been in command since 1895. He comes of a soldierly race; his grandfather, Admiral Cochrane, distinguished himself in the Napoleonic wars. Lord Dundonald made a reputation in the Sudan campaign for carrying dispatches by night, notably that from Gubat announcing the fall of Khartoum, for which he received his C. B. He has inherited the inventive faculty for which the Cochrane have been remarkable for several generations; and keen soldier as he is, it is quite in keeping that Lord Dundonald's inventions are connected with military matters. His gun carriage for small guns, for rapid use in the field, was employed in the recent campaign. He has also patented a fire-box, the "Instra," which is used for carrying in the hand to impart warmth to the soldiers during exposed marches. It was of great benefit to the troops in the Dargal campaign, and has since been developed and utilized for civilian purposes, such as railway travelling in winter, with the difference that the "Instra" is then used to sit on. Lord Dundonald's latest invention is a nose-bag for horses, to give them more ventilation while feeding.

**British Politics.** The predictions of disaster to befall the present British Administration when peace should be concluded in South Africa and the merits of the Government should be considered on matters of home, rather than of foreign or colonial, policy, seem to be in a fair way of being realized. A defeat of the Government in a bye-election at Bury, a Government stronghold, a few weeks ago, has now been followed by a still more decisive defeat at North Leeds, where a Gov-

ernment majority of 2500 in the general election has been converted into an adverse majority of 700. At Leeds as at Bury the question at issue was principally the Government policy as embodied in its Education Bill and the recently imposed tax upon breadstuffs. It is quite evident that the free trade sentiment of England is still too strong to be trifled with, and a tax on the bread-loaf is specially obnoxious to the average Englishman. There are clear indications too that the Education Bill is little more popular than the bread tax. This is reflected in the Government's largely reduced majority in a division on the Education Bill in the House of Commons a few days ago, and in the secession to the Liberal ranks of Mr. Cathcart Watson who had been a valuable supporter of the Government.

**Great Britain's Treaty with China.**

A Shanghai despatch to the *London Times* states that the negotiations for a commercial treaty between Great Britain and China are now practically concluded. The Chinese Government has accepted all the articles—thirteen in number—and Sir James Mackay has accepted them on behalf of Great Britain, with the exception of the providing for the abolition of the likin, which awaits the approval of the British Government. This article provides that in return for a sur-tax equivalent to one and a half times the duty that can be levied in accordance with the protocol of 1901, China will abolish the likin, and every form of internal taxation on British goods, and will guarantee them against exactions and delays. The *Times* gives the following account of the treaty as a whole, which it regards as a striking proof of the desire of the viceroys and other progressive officials to adopt radical fiscal reforms. "The first seven articles refer to arrangements for the registration of trade marks, bonded warehouses, the navigation of the Yangtze and Canton rivers, the equalization of dues on junks, and steamers, facilities for drawbacks, the establishment of a national currency, and the liability of Chinese shareholders in joint stock companies. The eighth article deals with the likin. The ninth provides that China, within a year of the signing of the treaty, shall conclude a revision of the existing mining regulations. The tenth regulates the navigation of inland waters and provides facilities for ship-owners to erect jetties. Article eleven provides for the appointment of joint commissioners to settle cases in dispute. Articles 12 and 13, which were introduced at the instance of the viceroys, practically amount to an expression of Great Britain's willingness to support China in a policy of reform. By the twelfth article it is agreed that the British Government shall be ready to relinquish its extra territorial rights when the reform in the Chinese judicial system and the establishment of an effective administration shall warrant her in so doing." The thirteenth article is of special interest, since by it Great Britain agrees to take part in a joint commission, if such shall be formed, representing China and the treaty powers, with the object of investigating the missionary question and devising means to secure peaceful relations between Christians and non-converts. Such an investigation, if thoroughly and impartially conducted, should be a good thing. The charge has been frequently made in respect to missionaries, especially Roman Catholic missionaries, that the methods pursued by them in respect to their converts has interfered with the administration of justice in the native courts, since the officials of that church would interfere to protect men who were justly charged with wrong-doing and who had sought the protection of the church for that very purpose. It will be well if the truth in respect to these charges shall be brought out.