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Reason and Instinct.

Mr. John Burroughs does not accept the view held by some naturalists that there is no difference between a man's reason and a beaver's reason. In support of this view it is said that when a man builds a dam he first looks the ground over and after due deliberation decides upon his plan, and a beaver, it is averred, does the same. Mr. Burroughs points out that there is, however, an obvious difference. Beavers, under the same conditions, build the same kind of dams and lodges, and all the beavers do the same. Instinct is uniform in its working; it runs in a groove. But reason varies endlessly and makes endless mistakes. Men build all kinds of dams and in all kinds of places, with all kinds of material, and for all kinds of uses. They exercise individual judgment, they invent new ways and seek new ends, and, of course, often fail. . . . A lower animal's intelligence, I say, compared with man's, is blind. It does not grasp the subject perceived, as ours does. When instinct perceives an object, it reacts to it, or not, just as the object is, or is not, related to its needs of one kind or another. In many ways an animal is like a child. What comes first in the child is simple perception and memory and association of memories, and this makes up the main sum of an animal's intelligence. The child goes on developing till it reaches the power of reflection and of generalization—a stage of mentality that the animal never attains to. All animal life is specialized; each animal is an expert in his own line of work—the work of its tribe. Beavers do the work of beavers; they cut down trees and build dams and all beavers do it alike and with the same degree of untaught skill. This is instinct, or unthinking nature. Of a hot day a dog will often dig down to fresh earth to get cooler soil to lie on. Or he will go and lie in the creek. All dogs do these things. Now, if the dog were seen to carry stones and suds to dam up the creek to make a deeper pool to lie in, then he would in a measure be imitating the beavers, and this, in the dog, could fairly be called an act of reason, though it is not such in the beaver, for in him it is an instinctive act. All animals of a given species are wise in their own way, but not in the way of another species. The robin could not build the oriole's nest, nor the oriole build the robin's nor the swallow's. The cunning of the fox is not the cunning of the coon.

Cost of Living in Germany.

Germany is no longer the paradise of American and English families with incomes just large enough to starve on genteely at home, says the New York 'Sun.' Ten years have brought great changes in the standards of life in Germany, not only in Berlin but in the smaller cities. Roughly speaking, the cost of living has increased by a third to a half. In the matter of rent and servants' wages, Berlin is still better than New York. Comparatively few families in Berlin boast the luxury of an entire house—even fewer, perhaps, than in New York. The rest live in wohnungen, or flats, like their American counterparts. The yearly rent for an apartment of four rooms in a desirable locality in Berlin varies from \$375 to \$400. Ten years ago the prices in Berlin were a fourth less. There are complaints in Germany of the degeneration of domestic servants, but at least a fair knowledge of cookery is a general possession, and in the second place, strict oversight on the part of the police prevents absolute disregard of the sacredness of contracts. The minimum monthly service is \$5. Even this is an increase of at least \$2 within the last ten years. Turning to the cost of foodstuffs, the outlook is less encouraging. Almost without exception, articles of daily consumption have increased in price from a third to a half in ten years. As an example, mutton, which previously cost 12½ cents a pound, now costs 25 cents. Butter has risen from 20 to 33 cents a pound, and eggs from 15 to 22 cents a dozen. This increase has been partly the result of deliberate legislative effort to improve the condition of the peasantry by the imposition of protective duties on the products of the soil.

The Canadian manufacturer is not diffident about presenting his views before the Tariff Commission, nor is he apt to be unduly modest in indicating his idea of the amount of protection which

should be given to the particular line of industry in which he is personally interested. The manufacturer is inclined to think that the tariff should be so arranged as to be prohibitive, or practically so, in respect to the products of his particular industry. "Such a tariff as they have in the United States" is his ideal. But when he is asked if he would like to have such a tariff applied generally in Canada he hesitates, and when he is asked if he thinks the people of Canada in general want that kind of a tariff he finds it still more difficult to take an affirmative position. For instance, a representative of an extensive stove manufacturing concern in Ontario, who appeared before the Tariff Commission during its sitting in Winnipeg, complained that the business in the cheaper lines of stoves was going to American makers. The western business was in a bad condition altogether, so far as Canadian manufacturers were concerned. When asked by a member of the Commission how many stoves were sold in Canada, he replied that the value would probably be \$5,000,000 or \$6,000,000 a year. Then Mr. Fielding showed that the importation of stoves amounted to about \$359,000 a year, and remarked that the figures did not indicate that the competition was very keen. Another stove man said, "Stoves pay 40 per cent. in the United States; we should have a higher tariff." "You want us to copy the American tariff then?" added Mr. Fielding. "No," was the reply, "I do not understand it so." "You would not be so selfish," said the Minister of Finance, "as to want it only for stoves. Do you think the Province of Manitoba wants the American tariff adopted as a whole?" The representative of the stove industry did not think so.

Mr. John Burns, a member of the British Parliament and famous as a leader and representative of the laboring men, is at present in Canada on a visit. Mr. Burns is said not to enjoy being interviewed, but he cannot altogether escape the ubiquitous newspaper man, and accordingly a part of his doings and sayings are being chronicled by the daily press. Mr. Burns is described as of middle height, broad-shouldered, pleasant in expression and easy in gait and with a pair of brown eyes which are wonderfully clear, deep and expressive of the force which has raised their owner to the position of leadership which he occupies today. He is in his forty-seventh year and his hair is turning grey. Mr. Burns has expressed his appreciation of Canada and its people. In the course of an after dinner speech in Toronto he said that in Canada he had found a solidity and stolidity, which was an essential characteristic of the British people, upon which he hoped they were erecting a superstructure containing not too much of smartness, not too much of superfluity and not too much of advertising. Good goods, he said, come to be recognized without undue advertising. The great produce of a country was great men, good women and healthy children, whose work was not altogether the making of money, but first a contribution to the happiness and glory of mankind. He advised Canadians to strive for honor in commerce, industry in labor and incorruptibility in public life. By attaining these ideals only would they reach the high place which nature intended for them. Mr. Burns does not accept the political doctrines of Mr. Joseph Chamberlain, nor anticipate his success as a leader. "Joe's busted," he declared with great animation to a Toronto reporter, "absolutely snowed under. Sir Gilbert Parker may talk as he likes, but even he admits defeat. There is nothing left of Chamberlain at all."

The Earthquake in Calabria.

The destruction of property and loss of life caused by the earthquake in Calabria were much greater than was at first indicated by the despatches. Later accounts estimate the number of killed and wounded at three thousand, and it is said the earthquake compares in extent with that of 1783. The town of Monte Leone was almost completely destroyed. All the members of one family of eleven persons were killed. Martirano is reported to be entirely in ruins, and it is estimated that out of a population of twenty-eight hundred there were two thousand killed or injured. Trains from Calabria have been much

delayed owing to the fact that the track in places has been seriously injured by the earthquake and several stations have fallen in. That of Parghella is completely demolished. In a village near Parghella three hundred persons were entombed in the ruins. From Stromboli all the inhabitants have escaped to the island of Eolie, one of the Lipari group. The light house of Stromboli Island has fallen and many homes there are damaged. Vesuvius has been in active eruption and the flow of lava has increased. Professors of the Specula Romana say, however, that the volcanic eruptions of Vesuvius and Stromboli are quite distinct from the earthquake and have no relation to it. But certainly if the two are quite independent the coincidence is remarkable.

Tokio Grows Calmer.

Following the riotous demonstrations at Tokio voicing the popular dissatisfaction with the terms of the peace treaty, calm has been in a measure restored. The Premier invited the leading members of both Houses of the Diet to luncheon and made a statement concerning the terms of peace. Subsequently he summoned the editors of the papers and made a similar statement. Then he asked them to refrain from the publication of matter likely to lead to the subversion of the public peace, at the same time disowning any desire to check free expression of political views, which, the Premier said, the Government welcomed. This action is said to have produced a good effect, though the opponents of the treaty still murmur and call upon the Government to offer a clear explanation of the reasons for the concessions to Russia. Marshal Yamagata in an interview says that all the older statesmen of the cabinet and the ministers were unanimous in their approval of peace, since no better terms could have been obtained except by a continuation of the war, and in that case the cost of life and treasure would not have been compensated for by the results. He declares it absolutely certain that the Japanese armies could have captured Harbin. No apprehension on that score had the slightest influence on the Government's decision.

The New York Disaster.

A terrible accident occurred in New York City, on Monday of last week, when a car of the elevated railway was thrown from the track to the street below, causing the death of twelve persons and more or less serious injury to a considerable number of others. It is the first very serious accident in the history of the New York elevated which has been in operation for twenty-six years. As to the cause of the accident and the immediate responsibility for it reports differ and the facts in the case remain to be determined. Whatever the cause of it, the accident occurred a few minutes after 7 a. m. when a south-bound train of the Ninth avenue line was switched to the Sixth avenue line at the junction of Ninth avenue and 53rd street. From Harlem south to 53rd street the Ninth avenue trains and the Sixth avenue trains alternating, travel over the same track. At the junction of Ninth avenue and 53rd street, the Sixth avenue trains turn abruptly to the east, pass through 53rd street and south on Sixth avenue. The Ninth avenue trains, on the other hand, continue on nearly a direct line. A switchman stationed near the junction throws the train to the Ninth avenue or the Sixth avenue line as the route of the train is indicated by his forward light signals. The accident was the result of a train being switched on to the Sixth avenue which was moving at a speed which was all right for the straight Ninth avenue line, but which on the sharp curve over which the Sixth avenue trains had to pass could not be maintained without disaster. Whether the switchman was at fault or the train displayed the wrong signal is the principal question in connection with the responsibility for the accident. Naturally the disaster has caused much excitement in the great city and has tended to lessen the sense of security which passengers on the elevated railway had come to feel. In view of what has been shown as to the ease with which a crowded train on the elevated may be thrown from the track, it seems much more a matter for wonder that so long no serious disaster had occurred than that one has occurred now.