

Messenger and Visitor.

THE CHRISTIAN MESSENGER,
VOLUME LXIV.

Vol. XVIII.

ST. JOHN, N. B., WEDNESDAY, JULY 23, 1902.

THE CHRISTIAN VISITOR
VOLUME LIII.

No. 30.

The Sydneys.

One who now visits the Sydneys after an interval of several years is of course prepared to see changes, and in this he is not disappointed. The great enlargement of the coal industry and the establishment of two iron and steel works of the Dominion Company at Sydney, with the prospective establishment of similar works at Sydney Mines by the Nova Scotia Company, have produced a great revolution. It is of course at the old town of Sydney and its vicinity that the results of the new industry are most in evidence, but at North Sydney also the change is very remarkable. This is seen in the erection of new buildings and the enlargement of business operations on the street along the water front, and still more perhaps in the growth of the residential part of the town. A number of new streets have been opened and built upon, and the work of opening streets and building still progresses. Necessarily, in this new section of the town, things present an unfinished appearance, but steady progress is being made, many good houses are being built, and a few years will doubtless witness great improvements in the levelling and paving of streets and the beautifying of homes. It is unfortunate that in the first development of the place no thought was given to possible subsequent growth, and the streets of the older portions of the town are accordingly narrow and irregular, a defect which it will cost heavily to remedy. North Sydney boasts a fine supply of excellent water drawn from a lake a short distance away. The town has a population now of between 5,000 and 6,000 with prospect of steady and perhaps rapid growth.

The town of Sydney Mines situated on the north side of the entrance to Sydney harbor and only a few miles from North Sydney, with which it will shortly have connection by an electric railway, is the centre of operations for the Nova Scotia Steel and Coal Company. This corporation owns an extensive and valuable coal area and proposes to enter upon the manufacture of iron and steel on lines similar to those of the Dominion Company in Sydney. The coke ovens of the Nova Scotia Company are already in operation, and when the smelting furnaces are built and in operation that will of course involve an expenditure of capital and employment of labor in a measure that will mean much for the towns of Sydney Mines and North Sydney. The latter place is the Company's shipping point, and its new pier will be, it is said, when fully completed, one of the finest structures of its kind in the world. There is now in these two towns on the north side of Sydney harbor a population of from 10,000 to 11,000, and if the expected development in the iron and coal industries shall take place these figures will within a few years be largely increased.

The town of Sydney is reached from North Sydney by ferry steamer, a line of boats giving an hourly service during the day. The harbor is a magnificent sheet of water, divided into two arms by a neck of land which terminates in Point Amelia, where a quarantine hospital has recently been erected. The run across the harbor takes 45 minutes. The Sydneys are also connected by railway, the distance by rail being about 17 miles. This fine basin with its two extensive arms affords grand opportunities for boating and yachting, of which the people are not slow to take advantage. By the courtesy of the Hon. J. N. Armstrong, it was the writer's privilege to enjoy a cruise around the expansive harbor and to observe the chief points of interest upon its shores under very pleasant conditions. In Sydney a great revolution has taken place. The old town is quite unrecognizable amid the new features which the past few years have introduced. Everywhere one sees indications of the tidal wave of industry which has rolled in upon the place overflowing all the old land-

marks. As one walks through the streets of Sydney to-day he wonders what has become of the old town which slumbered there so peacefully in the years gone by. There are new wharves, new banks, business blocks, hotels, etc., all upon a scale which indicates a new and powerful business force in operation. Everywhere are the signs of a growing, bustling life. As one passes out into the residential quarters and observes the great extension in that direction, the wonder grows. Everywhere new streets have been opened, water mains are being laid, cellars dug, houses erected, and preparations made for an increasing population. Under the influence of a great business boom the human imagination is powerfully stimulated. People are unable to set any bounds to the dimensions to which the thing may grow and consequently to the value which it is proper to place on real estate. After a time the force of the new impulse is measured and a more sober judgment resumes control. The business imagination has gone somewhat wild in Sydney doubtless, as it generally does in cases of sudden industrial developments. Much depends however upon the question of the extension of the business which has been established. If this business of iron and steel manufacture shall be greatly enlarged and other related industries as ship-building be added—all which is quite possible—the results will be such as to justify the views of the most sanguine. But for the present there are contingencies of which cautious men will take account. The works of the Dominion Iron and Steel Company are one of the great points of interest to the visitor to Sydney, as they are also the heart of the industrial and commercial life of the town. An adequate description of these works and their operations is of course impossible here. Indeed one must visit and study them at leisure in order to any satisfactory understanding of what is being done. It is however highly interesting and somewhat instructive to get such a mere glimpse at it all as one may in a visit of an hour or two to the works. One finds power and machinery employed here on the most gigantic scale. To see the forces of nature harnessed in such herculean fashion and all the complications of methods and machinery which are here put in use for the production of materials which play so large a part in twentieth century civilization impresses one not only with the importance of the works but with the inventive and constructive powers of the human mind. At Glace Bay which is some forty minutes ride from Sydney on the railway which extends by way of Port Morien to Louisburg, the Marconi station is situated. There are four towers rising to a height of 210 feet, and the work on the station is said to be approaching completion. Sydney and Glace Bay are being connected by an electric railway which is soon to be opened for business. The time is probably not very far in the future when the link between Sydney and North Sydney will be supplied, and then the four towns—Sydney Mines, North Sydney, Sydney and Glace Bay—having an aggregate population of probably more than 25,000 will be connected by an electric line. If coal, iron and steel are to maintain in the material development of the world the relative position of importance that they hold to-day, there can scarcely be a doubt but that there is a great future for eastern Cape Breton and the Sydneys. The development may not come as rapidly as some expect, but it seems reasonably certain that it will come.

The Marquis of Salisbury's Resignation. There had been so many unfulfilled predictions of Lord Salisbury's resignation of the Premiership that the event when announced a week ago rather took the nation by surprise. There have been reports that Lord Salisbury has suffered a marked decline both of physical and mental vigor, and al-

though the statements as to the latter particular have probably been exaggerated, it seems quite true that the cares and labors connected with the Premiership have for some time past constituted a burden from which his Lordship would have gladly found release. It is said that Lord Salisbury's relations with King Edward while the latter was Prince of Wales, had not been of the most cordial character, and that he desired to resign on the death of the late Queen, and only remained in office at the express request of the new Sovereign. How much there is in this we do not know, but probably the determining reasons for Lord Salisbury's retirement are to be found in his advanced age, his increasing obesity and other physical infirmities which make a quiet restful life seem much more attractive than one beset with the responsibilities and labors which the leadership of the British Government must involve. Although, compared with Mr. Gladstone at the time of his retirement, the Marquis of Salisbury may almost be called a young man, being only 72, he has seen long service in public life, having been in politics for nearly fifty years. Without discussing the wisdom or value of Lord Salisbury's general political policy, which will be variously judged from various standpoints, there can be no question as to his great grasp of affairs and his ability as an exponent and a leader. Though of aristocratic birth, his early life was not without its struggles for he was a younger son and found it necessary to earn his own living, which he did by literary work. This early experience brought him into contact with men of other social status and could hardly fail to broaden his sympathies for the nation's great army of toilers. But his elder brother who was blind, died unmarried, and, on the death of the Marquis in 1868, Robert Cecil, the present Marquis, succeeded to the ancestral titles and estates. He had been in the Commons since 1853, but on his succession to the Peerage of course became a member of the House of Lords. At Beaconsfield's death, Salisbury succeeded him and in 1885 and, with the exception of about six months in 1886, occupied the position until 1892. In 1895 he again became Premier and has held office continuously ever since until his resignation.

Mr. Arthur J. Balfour, who succeeds to the Premiership is a nephew of his predecessor, his mother being a sister of the present Marquis of Salisbury. He is fifty-four years old and unmarried. For so young a man he has had a long parliamentary experience, having entered Parliament in 1874. Since 1895 he has been leader of the Government in the House of Commons. Mr. Balfour will probably never be as potent a factor in public affairs as Lord Salisbury has been. His personality is not as forceful. In his grasp of political affairs and in diplomacy he will no doubt lack something of the measure of ability which has characterized his immediate predecessor. On the other hand Mr. Balfour is a man of ripe scholarship, a thinker and a writer of recognized ability on subjects other than political, and he is a man of fine character as well as fine culture. His Toryism is of a milder and less autocratic type than that of Lord Salisbury. He has more faith in the people and his ear is more open to the popular voice. There was some expectation that Mr. Balfour would be raised to the Peerage, which would of course transfer him to the House of Lords, and in that event Mr. Chamberlain would become leader in the House of Commons. But it is understood that Mr. Balfour declines the honor of the Peerage. The new Premier cannot, however, afford to discount the influence of the Colonial Secretary. It is said that he held counsel with Mr. Chamberlain before accepting office and the course pursued is supposed to have the latter's approval. There has probably not been any very large measure of sympathy between the late Premier and his Colonial Secretary, but under the Salisbury administration the influence of Chamberlain has been quite positive and apparent, and it is certainly not likely to be less powerful and pronounced under Mr. Balfour's leadership.