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**The Irish Elections.** The first County Council elections for Ireland, under the new act, gives the Nationalists, or Home Rule party, so immense a majority over the Unionists as to place the administration of local affairs entirely in the hands of the Nationalists. The numbers are 54 Nationalists elected and 119 Unionists. Not only have the Unionists candidates, the men of property, position and experience in public affairs, everywhere met with defeat, but in many cases the better class of Nationalists have been beaten by the labor candidates and those representing the ultra-radical elements of the country. The council elections appear to have been fought wholly on political lines, and the result, as intimated, is a tremendous victory for the Nationalists. The results of local home rule in Ireland thus initiated will of course be watched with great interest, and the success or failure of the experiment is likely to have much to do in determining the answer to the demand for home rule on broader lines. In connection with the Irish elections the London correspondent of 'The New York Tribune' says: "Already there are signs that the Nationalists will make use of the new councils as bridges for entering Dublin Castle, and proposing the creation of a central administration in touch with all local bodies. That would be a close approach to Gladstonian home rule, with a body modelled after the London County Council substituted for the national Parliament."

**Ventilator for Railway Cars.** Those who travel much by railway will know how to value any appliance which will provide a satisfactory means of ventilation for railway coaches, without exposing travellers to the discomfort of cold draughts, dust, cinders and smoke. An invention having this end in view has been patented by a man in Texas. As described by 'The Scientific American,' the ventilator comprises essentially two shafts, which carry the ventilating devices and which are connected by driving mechanism. Of these two shafts one is vertically journaled in a bearing in the top of the car and at its lower end is provided with a fan surrounded by a wire cage. The shaft is so arranged that it can be raised by means of a cord if desired. At its upper end, just above the roof of the car, the shaft is connected with a vane, and in a bearing in this vane the other shaft is journaled horizontally. This horizontal shaft is provided at its inner end with a bevel-gear, meshing with a bevel-gear on the vertical shaft, and at its outer end is provided with a wind-wheel. In the operation of the ventilator, the vane will automatically shift according to the direction in which the train is traveling, so that the current of air induced will revolve the wind-wheel. This motion will be communicated to the vertical shaft by means of the bevel-gears in order to drive the fan within the car. When it is desired to stop the fan, the cord secured to the idler is pulled, thus raising the vertical shaft and throwing the bevel-gears out of mesh.

**The Pacific Cable.** It is announced that an arrangement has been reached between the Imperial Government and those of Canada and Australia which will secure the laying of a Pacific cable that shall be entirely under British control. The project has been under consideration for some years, and its execution is regarded as highly desirable both in a political and a commercial point of view. Difficulty has been experienced in apportioning the expense satisfactorily between the Imperial and the Colonial Governments. By the understanding now reached five-eighths of the

cost of construction and maintenance will be assumed by Great Britain, the same proportion by Canada and eight-eightieths by Australia and New Zealand. The interest on the cost of construction added to the cost of maintenance, it is calculated, will amount to about \$750,000 yearly, which would make Canada's share a little over \$200,000. This represents gross expenses which would be reduced and perhaps cancelled by the earnings of the cable. According to Sir Sanford Fleming's estimate, the earnings are likely to amount to \$900,000 a year, with a steady increase. This would mean that the work would more than pay expenses from the first, but probably few promoters of public works endorse so optimistic a forecast, otherwise it would scarcely have been necessary that the enterprise should be undertaken as a Government work. The Canadian terminus for the cable is not yet decided upon, but will probably be Vancouver. Thence the course will be to Fanning Island of the Fiji group, thence to Norfolk Island, and thence two lines will run, one to New Zealand and the other to Australia. The distance as estimated by Sir Sanford Fleming is 7,150 miles.

**Judge Field.** Justice Stephen J. Field, whose death occurred in Washington, D. C., on the 9th inst., was a member of that Field family which included Cyrus W. Field, of Atlantic cable fame, the late Justice David Dudley Field and Rev. Dr. Henry M. Field, who is still living. All four were men of remarkable ability and each won distinction in his own calling. Stephen J. Field went to California in 1849, being then 33 years of age, and most of his life was spent in that State, of which he became one of the most honorably distinguished citizens. Mr. Field rose rapidly in his profession. In 1857 he was elected Judge of the Supreme Court of the State for a term of six years, and in 1859 he became Chief Justice. In politics Mr. Field was a Democrat, but he was profoundly loyal to the Union, and when the war came he was among the foremost and most influential of those who held California faithful to the Federal cause. In 1863 Mr. Field was nominated by President Lincoln as a member of the Supreme Court of the United States and received the appointment. As a jurist, Judge Field commanded the highest respect both for his learning and eminent ability and as a man of broad and liberal views. He was a brave man, and the condition of society in California in his day was such as frequently to put his courage to the test. Dozens of times, it is said, he has looked down the muzzles of revolvers, but he was never known to flinch. On more than one occasion it was only his cool courage that saved him from assassination. As late as 1889 he was saved from the hand of a would-be assassin by a deputy marshal who shot his assailant—an ex-Judge Terry—dead. Judge Field had no sympathy with Anglophobists. Unlike many of his countrymen in public life, he cherished a kindly regard for England, and at the time when President Cleveland's reckless action in reference to the Venezuelan boundary question had brought the two countries perilously near to war, Justice Field gave utterance to the most kindly and large-minded sentiments toward Great Britain and expressed the most generous appreciation of her influence upon the world wherever her rule was extended.

**The Trouble in Samoa.** There is trouble of a serious character in Samoa, the government of which is administered under a joint protectorate of Great Britain, the United States and Germany. Samoa, however, has a native King, and the trouble, it appears, has

arisen in connection with the claims of rival princes to the succession. According to the Berlin treaty, by which the protectorate was established, the question of succession is left to the decision of the Chief Justice of the Supreme Court established under the protectorate. In accordance with this provision, Chief Justice Chambers had decided in favor of a prince named Milietoa, but Mataafa, a rival claimant to the throne has refused to respect the decision, notwithstanding an order issued by the British and American Consuls commanding him to do so. It appears that the German Consul did not unite with those of the other powers in this order, and it is charged that the course pursued by the German Consul has encouraged Mataafa to ignore the decision of the Chief Justice and the order issued by the British and American Consuls. The latter have employed force to compel the submission of Mataafa, and bloodshed has resulted. Samoan towns or villages have been shelled and parties of marines from British and American ships have been landed to co-operate with Milietoa's forces against Mataafa. On April 1st an encounter of a serious character took place. A joint force of Marines, led by Lieut. Freeman, of the British Cruiser 'Tauranga,' supported by natives, proceeding against Mataafa, fell into an ambush and being attacked at a disadvantage by a much larger number, suffered serious loss. Lieut. Freeman and two American officers were killed. The Samoan situation of course attracts much attention. There has been a good deal of newspaper writing about it in London and Berlin, and the German papers have been very outspoken in condemnation of the course pursued by the British and American Consuls. On the other side the German Consul is severely censured for failing to unite with the representatives of the other powers in upholding the constitution, and for pursuing a course which has encouraged rebellion. The situation is complicated by the fact that a German, who it is charged was actively engaged in assisting Mataafa and his warriors, has been arrested and is held a prisoner under British authority. The three Governments have, no doubt, done a wise thing in promptly despatching a joint commission to investigate affairs in Samoa, and it is to be hoped that the result will be the speedy establishment of order and friendly relations.

**Our Public Talkers.** It is understood that considerable legislation of a more or less important character will be introduced in the Dominion Parliament during the present session, but the House of Commons seems quite disposed to ignore the fact that it has any legislative functions: The Niagara of debate on the address in reply to the speech from the throne still thunders on, and though several weeks of the session have now passed, there seems to be no indication that this torrent of talk will cease to flow. The spectacle may be magnificent but certainly it is not legislation. It reminds one of the Scotch minister who, after having preached for two mortal hours to his congregation, spoke of his performance to a friend. "And were ye no tired?" enquired the admiring friend. "Na, na," said the minister, "I was fresh as a daisy, but ye should ha' seen how tired the people were!" Perhaps the professional talkers at Ottawa do not care greatly as to how the people feel about it, but we fancy that it would be pleasing to the plain and simple folk of Canada if this flood of loquacity could be dried up and attention given to real and serious business. If there are things that require to be investigated, in the name of honesty and justice let there be investigation, and if there is need of legislation, let the measures be introduced and discussed on their merits. But of Parliamentary speechification we have surely enough of it now embalmed in Hansard to supply the needs of the country in that respect for many years to come.