

Messenger and Visitor.

THE CHRISTIAN MESSENGER,
VOLUME LXV.

Vol. XIX.

ST. JOHN, N. B., WEDNESDAY, APRIL 29, 1903.

THE CHRISTIAN VISITOR
VOLUME LIV.

No. 16.

The Dominion Budget. Mr. Fielding, Minister of Finance, presented to Parliament April 16, the most successful budget ever brought before a Canadian Parliament. For the year 1902-1903, ending June 30, the estimated revenue is \$65,000,000, an increase of \$7,000,000 over last year. The estimated expenditure is \$51,650,000 an increase of \$890,000. This leaves an estimated surplus of \$13,350,000 far ahead of any previous surplus in our history. From the surplus, it is expected to reduce the public debt by \$5,650,000. The Government proposes to increase the issue of Dominion currency notes from \$20,000,000 to \$30,000,000. Coming to the tariff, Mr. Fielding said, that the condition of the country did not at present demand a general revision of the tariff, the manufacturers were prosperous, and he pointed out that the future of Canada was bound up with the growth of the west, and the Government could not afford to promote a policy to work antagonism between eastern and western Canada. Mr. Fielding expressed disappointment at Mr. Chamberlain's attitude in regard to the preference, when he said it was of no advantage to Britain, and said, that if after a full consideration of Canada's claims, the British Government does not feel called upon to grant a preference to Canada, it might be advisable to withdraw the preference. Coming to the United States, the Finance Minister observed that the day was passed when Canada would go to Washington begging for trade concessions. Although in favour of reciprocity, he said that the High Commission would not re-assemble until the United States gave a guarantee that some definite result would follow. As to Germany, the Government has determined to meet discrimination by discrimination, and has imposed a surtax of $\frac{1}{2}$ of the present duty on all German dutiable goods imported into this country. This surtax is to take effect immediately. As to the steel rails, as soon as the Government was satisfied that these could be made in Canada of sufficient quantity and quality for the home market, a duty of \$7 per ton would be imposed. The free admission of machinery, not made in Canada, for the manufacture of beet sugar is to be extended for one year, and tolls on the canals of the country are to be abolished. Mr. Fielding also announced the issue of a $\frac{3}{4}$ per cent loan to which the people of Canada will be invited to subscribe.

The Halifax Fishery Award. The New Brunswick Government adopted a resolution, claiming that, according to a recent decision of the Privy Council, the Provinces of Quebec, Nova Scotia, New Brunswick and Prince Edward Island were entitled to the Halifax Fishery award and not the Dominion Government. By the treaty of Washington of 1871 it was provided that the fishermen of Canada and of the United States should enjoy the fisheries equally, and that the difference in value of the Canadian fisheries to those of the United States should be settled by arbitration. That the Dominion Government has the right to regulate and protect the fisheries of Canada is clear, but the Privy Council decided in 1898, that the property in inland fisheries belonged to the provinces. By the award of 1877, \$5,500,000 was paid to Newfoundland and the remainder to the Dominion Government. New Brunswick claims that this money, according to the decision of the Privy Council, belongs to the provinces. The question raised by the Opposition is, whether the provinces will gain anything by the paying over of this money? The Dominion pays more than the interest on the amount of the award yearly in bounties to the fishermen of the four provinces, in addition to spending much more in the protection of the fisheries. It does not seem likely that in the event of an

adverse decision in the Supreme Court of Canada, the Dominion Government would refuse protection to the fisheries, but it seems probable, that they will withhold the bounties to the fishermen and allow the provinces to pay them. In fact something like this has been intimated by Mr. Fielding and Sir Wilfrid Laurier.

The German Surtax. The firm and decided way in which Mr. Fielding has met German discrimination against Canada will be approved of by both parties in the House of Commons, and by practically all the people of Canada. Germany by her refusal to give to Canada the favored nation treatment, accorded to the United Kingdom and all the British Colonies, except Canada, has aroused the indignation of this country. The reason for this refusal on the part of Germany was because of Canada's preferential tariff in favor of the United Kingdom, a purely domestic policy, of which no foreign nation could reasonably complain. Germany is accorded the same privileges by Canada as all other foreign nations. Canada has not acted hastily in this matter for negotiations have been going on between the two countries since 1898. This surtax upon German goods will affect a large amount of merchandise. The dutiable goods imported from Germany last year amounted to \$9,078,402, of which the principal items were, woollens and linens amounting to about \$1,200,000, iron and steel, \$1,250,000, sugar and molasses, \$3,500,000. The most of this trade will now be either retained by Canada or go to England or the United States. The average customs duties on these imports were 30 per cent., with the surtax added, the rate will be 40 per cent. Under the preference, the tax upon British goods is about 20 per cent., so that Germany will pay duties 100 per cent. higher than British goods. Great care will now be exercised that foreign goods do not enjoy the preference by merely passing through Britain. 50 per cent. of the value of such goods must be British workmanship. There is a provision in the German tariff, which permits the imposition of a duty equal to the full value of the goods, in the case of countries which discriminate against German goods. This will likely be employed against Canada, but as we buy six or eight times as much from Germany as she does from us, it is easy to see where the balance will lie.

Sir Oliver Mowat. By the death of Sir Oliver Mowat on April 19, at the age of nearly 83, Canada loses one of her greatest statesmen, and also one of the few remaining fathers of confederation. A Liberal in politics, Sir Oliver will be chiefly remembered for his long premiership of Ontario and his eminence as a constitutional lawyer. Born at Kingston, Ont., July 2nd., 1820, Sir Oliver, at the age of seventeen entered the law office of the late Sir John A. MacDonald, and in 1842 was called to the Ontario Bar. In 1857, he entered Ontario politics. He was provincial secretary in the Brown-Dorion administration and post-master-general in the MacDonald-Dorion administration in 1863 to 1864, and occupied the same position in the coalition government formed to carry confederation. Upon the defeat of this government, he was appointed Vice Chancellor of Upper Canada. In 1872, he resigned and again entered politics. From 1872 to 1896, for nearly 24 years, Sir Oliver, in the general elections of 1875, 1879, 1883, 1886 and 1890, was unvaryingly successful a feat unprecedented in the history of politics. Indeed, it may be said, that for 40 years after 1881, Sir Oliver Mowat was never out of office, never sat in opposition, and never lost an election. In 1896, he entered the Laurier cabinet as Minister of Justice accepted a seat in the Senate and the leadership of

that body. In 1887 he was made Lieutenant-Governor of Ontario. High tributes were paid to the life and work of the deceased Lieutenant-Governor by Sir Wilfrid Laurier and R. L. Borden in the Dominion Parliament, that House rising from Tuesday until Thursday out of respect to his memory.

The Bagdad Railway. Much is being said at present about the supposed alliance between Great Britain, Germany and France to jointly build the Bagdad Railway. Bagdad is a town in Mesopotamia, on the Tigris River, some distance from the Persian Gulf. This railway is to connect the Mediterranean with the Persian Gulf and will open up the rich valley of the Euphrates to commerce. Some time ago Germany secured from Turkey a concession to build this railway and it is generally supposed that Germany intended to colonize this country, but that the Sultan objected to foreigners settling along the line of railway. So Germany, rather than have the project fail sought the alliance of France and Great Britain. The English press have loudly protested against the alliance, claiming it to be of no benefit to Great Britain. It must be remembered, however, that Great Britain has almost entire dominion over the shore of the Persian Gulf, and partnership in the railway will suit her much better, than to leave it in the sole possession of her rival. The alliance is interesting in the fact that it is the first between France and Germany since the Franco-Prussian war, and it also manifests the determination of the British Government to be friends with Germany in spite of the popular feeling in Great Britain against her.

Labor Legislation in British Columbia. British Columbia has been troubled more than the other provinces with strikes and lock-outs. In fact, they have been so prevalent, that the present government of British Columbia have several important and far-reaching labor bills on the order sheets. The provincial secretary has given notice of a bill, which he claims to be an improvement upon that of New Zealand. The object of the measure is to compel disputant employers and employees to submit their differences to an impartial conciliation board, before they can legally cause either a picket or a lockout, the arbitration tribunal presenting an unbiased report as to the merits of the respective contentions, and thereby greatly influencing public opinion on the issue. There are other bills, such as the further amendment of the Coal Mines Regulation Act, and another relating to the employment of Asiatics in works carried on under franchises granted by private acts of the legislature. Last session's disallowed Chinese and Japanese exclusion measures was re-enacted with this difference, in last year's legislation Chinese and Japanese were jointly considered; this year only Chinese are dealt with. How far the administration will get with these measures is a question, as they were sustained in a recent division only by the casting vote of the speaker.

Russia in Manchuria. Russia has promised to evacuate Manchuria and in a certain sense is performing her promise. She has withdrawn her troops from the country districts, but has reserved the right to place them along the railway, which she has built through Manchuria, for its protection. When we remember that this railway is a branch of the great Siberian Railway, and that any number of troops can be rushed across the border at a moment's notice and scattered through the province, together with the fact that the Manchurian people have been disarmed, we see that the evacuation is but nominal. The people are ignorant and Russian control of the railway means government of the country by Russia. The result will be the closing of all the ports of Manchuria to European and American commerce and also to their missionaries, as the State church of Russia is the bitterest foe to every evangelistic effort.