THE EVENING TIMES.

ST. JOHN, N. B., JULY 15, 1905.

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A. M. BELDING, Editor.

"HAPPY DAYS"

Today the annual cruise of the Royal Kennebeccasis Yacht Club begins, and for over a week those who go will revel in the pleasure of easy motion, changing scenery, a pure atmosphere, the delights of good fellowship, and utter freedom from work-day cares. Whether the yachts lie at rest, or move on an even keel, or careen before the wind and dash the spray from their cleaving bows, there is the all-pervading charm of the open, careless, vagrant life that recks not of tomorrow.

The river and lakes that are open to the fleet from Millidgeville are unsurpassed as a cruising ground. There is breadth as well as depth of water, with pretty coves for anchorage, and a diversity of charm in the lovely shores on either side that familiarity cannot destroy. It seldom happens that there is not breeze enough to fill the sails, and such periods are of very brief duration.

It is trite to say that our people do not realize the beauty around them, or the opportunities for pleasure within easy reach. Anyone who has seen a little English river, beside a city, and noted the use that is made of it for recreation purposes, wonders why it is that our own people do not oftener turn aside from their plodding and drink from these fountains of holiday enjoyment with which Nature has so richly endowed this favored region.

Some of us who cannot join the fleet in the cruise which begins today will at least be present in spirit with the summer saunterers, whose white wings for a week to come will flutter here and there along the broad reaches and the narrower channels of the noble river and its tributaries.

FOR CLOSER UNION

From the far west comes word of a movement full of promise in relation to the closer union of the churches. In the city of Sacramento, California, has been organized a League of United Laymen. The purpose of the League is thus described:—

"It will have an executive committee consisting of one member of each of the churches. An organization similar to this was effected several weeks ago in Alameda, Cal. It is known as The Laymen's League. Its object was stated to be 'for the advancement of the spiritual life of our churches, the strengthening of the bond of fellowship and the evangelization of our city.' All members of the evangelical churches in Alameda are eligible for membership, and the business of the league is transacted by an executive committee composed of two members from each co-operating church. The Pacific, of San Francisco, says: It is with pleasure that we have heard of these organizations in these cities. Through them it ought to be possible to accomplish much more for the evangelization of the two cities than could otherwise be accomplished. They will greatly strengthen the bond of fellowship between the churches, and make each and all far more effective than under other conditions. For fellowship alone they are to be commended; but churches cannot come into closer fellowship without coming eventually more into co-operation. In every town and city we need to have something that will stand as a constant reminder that we of the different denominations are brethren, accepting, all of us, the fundamentals of the Christian faith and working for one end—the up-building of the kingdom of God upon the earth."

THE DUST NUISANCE

The street railway company should be invited to provide a watering cart for Douglas avenue. The people and the houses along the avenue are smothered in dust raised by the swiftly moving cars. It is of little use to at empt to give house or grounds a pretty appearance if the effect is to be utterly spoiled by clouds of dust. The Times quoted a couple of days ago an article from a London paper in which vigorous protest was made against the motor carriages, which run at a high rate of speed and scatter clouds of dust, covering the lawns and fronts of houses along the way. The street cars do on Douglas avenue what the motor cars do in the suburbs of London. Perhaps the city has no power at present to compel the street car company to keep down the dust, but the nuisance should be abated. It is the right of the people to be protected, and the council should take some action without delay.

FOR THE CHURCHLESS

Whoever has given serious thought to the subject knows that a large number of the inhabitants of every city are not vitally touched by church influences. The fact is as apparent in St. John as elsewhere. The small congregations, and the still smaller number of active church members in proportion to the number of people in the city tells its own tale week after week and year after year.

How are the indifferent, and those drifting it may be into evil ways to be reached? There are churches for some and clubs and societies for others; but nothing that appeals to them, or that they can afford to be identified with, for very many members of the community. Yet it is in the interest of the whole community that there shall be good influences radiating upon every member. The problem has long been recognized, and many efforts made to solve it. In today's Times is given the story of an effort made in Jersey City that has proved a wonderful success, and stands as an example worthy of imitation in other cities. This enterprise was started in connection with a church, but broadened out until sixty per cent of those benefited are persons not connected with the church. To be successful in the broadest sense such a movement must be undenominational. As churches come to realize more and more that what they have in common is more important than their points of difference, movements such as that in Jersey City will receive greater emphasis and achieve greater success.

HOW IT GROWS

The story of North Battleford is a fine illustration of the rapid growth of the Canadian west. Before the Canadian Pacific Railway was built, it was thought the line would pass through what is now the town of Battleford, and settlers went in there and established a town. But the railway was constructed farther south, and Battleford was isolated. Many left the place for points on the railway, but others remained. They could not market wheat, and therefore devoted their attention to ranching. Of course the lack of railway communication prevented the growth of the place, because settlers wanted to be near the line.

But the conditions have changed. The Canadian Northern has been built from Winnipeg to Battleford, and on toward Edmonton, and will be completed to the last named town this year. Already the grading is completed to within twenty miles of the latter city, and the steel laid more than fifty miles beyond Battleford. This has revolutionized the Battleford region. Farmers are now able to market grain, and land is being taken up very rapidly. Homestead entries are being received at the rate of 500 to 600 per month at the Battleford office.

The section known as North Battleford has in three months changed from the open prairie to a town with stores, banks, hotels and homes. The story, as told in the Winnipeg Free Press, may be quoted as a striking illustration of the growth of the "golden west":

"The town of North Battleford is an example of the rapidity with which permanent and prosperous towns are being upbuilt in Western Canada. Three months ago there was not a sign of human habitation on what is now a thriving town, which promises in a few years to be one of the ten most important towns in Westetrn Canada. Today it is a freight and passenger divisional point on the Canadian Northern. A fine depot has been erected and a ten-stall locomotive roundhouse and complete railway repair shops are under construction. It being the natural centre of a splendid agricultural district, feed lines into the Jackfish and Turtle river country are contemplated, so that it will be in a short time a collecting and distributing point of much importance.

"Building in North Battleford is proceeding at a great rate, and all of a substantial and permanent character. As fast as lumber can be shipped in, it is being used, two shifts of carpenters, day and night, being employed. Two three-story hotels are almost completed and construction is to start almost immediately on two others. Large general stores are already doing business, every line being represented. All this rush and activity, however, is not to be understood as being in any sense a boom. The growth is as healthy as it is rapid and indicates nothing but the speed with which the rich agricultural resources of the district have responded to the coming of the long delayed boon of adequate railway facilities. Two banks are already represented in North Battleford, and a third will shortly be established. Where three months ago there was nothing but the bald-headed prairie," without improvements of any kind, rural or urban, today are to be seen well laid-out streets and avenues, substantial buildings erected or in course of construction, and all the signs of a permanent, prosperous and rapidly growing town.

The lots of the town site were snapped up by buyers as soon as they were placed on the market. They were placed on sale only two months ago, at prices ranging from $200 to $400, and are now practically all sold. The town is growing to the eastward, and new subdivisions in that direction are being bought as keenly as were the original lots.

At its present rate of progress, it will be but a few months ere North Battleford will have all the conveniences and advantages that it takes a town decades to acquire in older communities. More substantial betterments in the conditions of life and work are made in a month in progressive Western Canada than is accomplished in a year elsewhere. North Battleford promises to realize to the full the expectations of its citizens that it will ere long be the most important centre between Winnipeg and Edmonton."

CONTENTMENT

Give me a lawn that cools my feet,
Close-grown and fresh and soft and clean,
A clump of trees to check the heat,
A flush of roses on the green;

An ancient stream that flows thereby,
With all its thousand smiles displayed;
A hammock swinging not too high.
Well hung within a magic shade;

Three little maids with hair of gold,
Whose laughter scarce disturbs my dream;
A jug of cider icy-cold,
A dish of strawberries and cream:

And for a guardian of our ground,
Well tried through many changing years,
A fond and faithful little hound,
With bandy legs and spreading ears—

And let the world go ringing past;
Let others range from shore to shore;
These simple pleasures bind me fast;
Give me but these, I ask no more.
—London Punch.

Strange how some men's thoughts always run in the same channel! When Guzzledown was told that the railway commissioners had said that the whistle was a nuisance, he remarked very promptly: "So it is; it costs so much to wet it."

Close at 1 today. ST. JOHN, N.B., July 15, 1905.

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In order to clear lines of Men's Suits in which the sizes have been broken, we have made the following sweeping reductions:

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TRAINING TO ARMS

Shall Canada Adopt the Australian Militia System?

(Montreal Witness.)

Sir Frederick Borden, in his explanation of the policy of the government concerning the militia and defensive forces of the Dominion, in the house of commons, referred to the Australian system of militia training as that which he was thinking of adopting for Canada, adding that it might be required that normal school teachers should have certain military qualifications. He added that it might be considered whether young men under the age of twenty-one, who had not seriously begun the work of life, should not be fairly asked to take three annual trainings in the militia. The Australian system is regarded by high authorities in Great Britain as the best that has yet been devised in any country for purposes of defence, not excepting that of Japan, which has proved so splendidly effective in the war with Russia. In Australia all boys begin their military training at eight years of age, in the public schools, under a compulsory system of education. There is an hour's drill every day, target practice twice a month, and a week in camp once a year, where the boys with their elders are taught field evolutions. When the young soldier graduates from the public school, unless he goes to colloge, he joins the senior cadets and drills in the evenings. If he is in college his military training goes on just the same.

At the age of twenty-one the young man is transferred to the militia, where he serves three years. After that he belongs to the reserves, and must attend monthly rifle practice and the yearly training in camp. Thus by the time the Australian is thirty years of age he is a trained, seasoned soldier, a deadly shot, a fine horseman, an amenable private, an accomplished scout, in every way fitted to take his place as an effective unit in the great national fighting machine. This system—which we have been urging ever since the Boer war as the only form of armament which would be of any avail for Canada, and as that which alone would be worth its cost to the population as a training, should no serious military use for it ever occur, a blessing for which we may reasonably hope—is now being recommended for adoption by Great Britain and, is at last frankly favored by our Canadian minister of militia. The great argument in its favor is that it trains the youth of the country in habits of manly carriage, in discipline and deference to order and authority and in a sense of public responsibility. As a part of education it would be a great improvement on the sedentary system that we ourselves remember. It would, in fact, if well devised, prove rather an advantage to than a tax upon our population. The only part of it that we have misgivings about is the camp system, where the lads too often have a bad example set them. Universal liability to arms has always been implied in our military system. All that is new is a plan for fitting us for it.

WEEKLY DAY OF REST

Comprehensive Report Given by the U. S. Labor Bureau.

An investigation of the subject of a weekly day of rest has been made by the U. S. Bureau of Labor Statistics, and the findings are, in brief, as follows:

There is a wide variance in the character of the laws of the several states as to restrictions, provisions and exemptions, but with the exception of Colorado and Montana, the laws are general in forbidding the performance of any labor on Sunday except the customary domestic duties of daily requirement and works of charity and necessity. An abstract of the laws governing this "weekly day of rest" in all the states of the union having such laws is given, and in nearly every case the breaking of the law is classed as a misdemeanor. In this section is also included an abstract of the laws governing the same day in foreign countries. This investigation also involves the consideration of an eight hour day on such work. The legal day for such work in Massachusetts is nine hours, although there is a statutory provision by which towns and cities are empowered to make the legal day eight hours.

From the statistics it appears that there is an utter lack of uniformity in the cities and towns of Massachusetts regarding the wages paid public laborers. There are 354 cities and towns in the state, and of these reports were received by the bureau from all but two—Mendon and West Bridgewater. The nine-hour day is operated in about sixty per cent of the cities and towns, the eight hour day in about twenty per cent, while in a little more than fifteen per cent of the cities and towns ten hours' labor a day is required from employees on public works. Considering the wages paid for the eight-hour day it was found that they vary from $1.50—the lowest paid—to $3, the maximum. In thirty-nine instances the rate was found to be $2 a day. The nine-hour day it was found varied from $1.25 to $2.50, although $1.50 was found to be the prevailing rate in eighty-one cities and towns, followed by $1.75 in fifty-six and $2 in thirty-five. All the cities in Massachusetts and twenty-five of the towns have accepted the eight-hour day. Only twenty-one of the cities and towns of the states have made provision for a Saturday half-holiday through the summer, or at any time, for laborers.

THEOLOGICAL SENSATION

German Professor of Divinity Calls Abraham a Myth.

The theological world of Germany is greatly moved by the appearance of "Egypt and the Bible," by Professor of Divinity Daniel Volter. Volter's object is to show that the writers of the earlier books of the Old Testament only reproduced the Egyptian sagas and myths, slightly altering and readjusting them to suit the theoretical tendencies of the Hebrews.

The histories of Abraham, Isaac, Jacob, Esau, Joseph and Moses are, he declares, purely Egyptian, with exact counterparts in Egyptian mythology. Beginning with Abraham, Prof. Volter shows that the story of God visiting Abraham at Mamre and the destruction of Sodom and Gomorrah have exact parallels in the Egyptian sagas. Abram corresponds to the Egyptian sun-god Nun, whose wife, Nunet, like Sarah, had her first child in her old age; both were "children of promise," through whom the future world should be blessed.

In this way, with a multiplicity of detail, Volter works out the theory that these Old Testament worthies never had any actual existence, but were simply placed in Hebrew literature to fill in the gaps and give history the unity it otherwise lacked.

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