

WINNIPEG CONFERENCE.

WINNIPEG, September 4.—The Methodist General Conference opened this morning. 130 delegates present, but many have not yet arrived. Rev. George Steele, of Sackville, N. B., was elected Secretary, for which twelve were nominated.



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THE DOUKHORORS.

Much has been said and written for and against the Doukhobors, of the harshness they endured in the land of their nativity under the iron rule of the Czar, of their devout piety, their "spirit-wrestling", their opposition to war and military service, their industry, peacefulness and frugality. Tolstoi helped to get them across the Atlantic, and we, practical Canadians, hoped that in this land of liberty and peace with exemption from military service and with fertile lands bestowed upon them as a free gift, they would be contented and happy. And so they bade fair for a time to be. But the fault of the Doukhobor is that he is a once too imaginative and too logical. He is prone to imagine a vain thing and then push it to the last limit of logical sequence. "Thou Shalt not Kill," is made by the Doukhobor to mean a prohibition against killing any living creature. Of course the flesh of anything slain must be abstained from. Then they began to feel averse to the use of other animal food such as milk and eggs. From this they proceeded logically to their next conclusion. They must not only reject animal

products as food but as clothing also. Leather shoes and woolen clothing must be discarded for footwear of rubber and garments of cotton. Then they extended their logical creed to its limit by the conclusion that the animal tribes had not only a divine right to live but to liberty as well. So it became implausible in their eyes to cause the ox and the horse to work. Hence they turned out the horses and cows upon "God's Pastures," which He had made for them, and men and women drew the plow and the harrow in their stead.

All of which is in some sort logical, but very pitiful as well, for it seems impossible, unless their present craze is cured, for these people to subsist in this country. We can begin to understand why the Russian Czar and his Government could not get along with these people, or they with him. What is to be done with them? Winter is coming on and the scant supplies of grain and vegetables they have been able to produce without the help of animals will not last them long. An exchange tells that even now the scenes of destitution and misery in the colony are appalling. They bid fair to be reduced to starvation or utter dependence in a land of the greatest plenty. It has been said the Government must interfere but official intervention in such a case presents an exceedingly difficult problem. Probably no more Doukhobors will be invited to Canada. They are too logical.

CAPE TO CAIRO RAILWAY.

What was the dream of Cecil Rhodes fifteen years ago will now within a few years be a fact accomplished and the traveller will be able to proceed by continuous rail from Cairo to the Cape of Good Hope. In fact it is now only a matter of filling in the central missing links and the thing is done. True these links would have been thought to be of rather formidable length a quarter of a century ago, but in these days of railways four, five and six thousand miles long they are no longer so serious. There are several lines across the continent of America, but Africa, the dark and the unknown continent of other days, will be the first to have a railway to traverse its entire length.

It was long thought to be difficult to get a good route through the central or equatorial regions of Africa, but a concession obtained from the Belgian Government for a route through the Congo Free State has obviated this trouble. Of course the work could not go on while the war in South Africa continued, but now that also is out of the way. So the work of construction will proceed. The stretches yet to be covered are, Bulawayo to Victoria Falls, 300 miles; Victoria Falls to Lake Kasali, 700 miles; from Stanley Falls on the Congo a railroad will be built to Mahagi on the Albert Nyanza, 480 miles, which will supply the missing link between the Cape and the Egyptian railway. It is not unlikely also that another line may reach the Cape via German east Africa. No less than three eastern feeders are in waiting for the completion of the main line—the Baira-Mashona Land, the Mombassa-Uganda, and the Suakin-Khartum. Some of these are already begun. Very shortly the war map of Africa must give place to a railway map and tourists will be making trips to Victoria Falls on the Zambesi, as they have for a generation thronged to the less wonderful cataract of Niagara.

It is announced that Sir Thomas Lipton will again challenge the New York Yacht Club to a contest for the America Cup. No doubt Sir Thomas would be quite willing for some one else to enter the lists but in default of another competitor he will try again. He is a plucky sportsman and has lost several races with so good a grace that he retains great popularity among the sportsmen of America as well as of the old world. Who knows what may happen in the next contest for the famous cup?

Sir Wilfrid Laurier and Hon. Mr. Fielding are said to be talking over a reciprocal trade arrangement with the French Government. France has a double-barreled tariff, with maximum and minimum rates of duty. At present Canadian products entering France pay the maximum rate. By giving a preference we may get a preference in return, and this seems a not unreasonable thing to do. Probably no two men could make a better bargain for us in that regard than the Premier and Finance Minister.

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CRICKET and Tennis matches will be played between local teams and those from the warships this afternoon. A five o'clock tea will be given at the park by Mrs. Arthur Peters and Mrs. A. E. Ings.

Gen. Cronje has added his testimony to that of other Boer Generals that the peace terms are all right. He also says he has been well treated ever since his surrender.

The great referendum campaign is now getting under way in Ontario and it is gratifying to find the temperance people rallying for the battle. There is, of course, dissatisfaction with the terms on which the decision is to be reached, but that cannot now be helped. The one thing necessary to be done is to secure enough votes to bring the prohibition law into operation. If these can be secured the enforcement afterward will be the less difficult than if a bare majority of actual numbers was recorded in its favor.

There is no use in trying to explain away Mr. Tarte's protectionism as "merely academic." He has never disguised his sympathy for protection either before or since he joined the Liberal party. Nor is it remarkable that members of the Laurier Cabinet, Mr. Tarte and Mr. Sifton, for instance, hold different views as to the precise amount of protection that is necessary or desirable. No two men in any cabinet or in the world for that matter, could frame tariffs which would exactly agree. The existing tariff is a compromise, but high enough in all conscience for this part of the Dominion. Mr. Sifton's recently expressed views will find an echo in P. E. Island.

A western exchange points out that the preferential tariff is yearly producing better results. Our imports from Great Britain during the fiscal year ending June 30, 1902, were valued at \$40,427,088 of which \$35,329,379 were dutiable and \$14,097,809 free. In the fiscal year 1901 our imports of dutiable goods from Great Britain were valued at \$31,701,654, and our imports of free goods at \$11,316,510. Our exports to Great Britain during the last fiscal year were valued at \$10,547,345. During the preceding fiscal year they were valued at \$92,857,525. In both our export and import trade with Great Britain the increase has, therefore, been large. There is no doubt that the further reduction of duties under the preferential tariff has tended to increase our purchases from Great Britain.

Commissioner Carroll D. Wright, appointed by the President to inquire into the coal strike reported a good while ago but for some reason not explained, it has only recently been made public. The Boston Traveller thus summarizes the report: "He declares that the miners, in asking for a ten per cent increase of wages, say that the price of commodities has increased nine per cent since 1900, and that this statement has not been controverted. He suggests that it would be reasonable and right for the operators to grant miners a nine-hour day, but that this should be done for six months only, as an experiment; that a new organization consisting of anthracite employees should be organized, with a joint committee on conciliation, composed of representatives of the operators and of the new organization." The last proposition the operators of the mines refuse to accept.

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