REMI-WREEKDY BUR, ST. JOHN, N. B., SATURDAY, NOVEMBER 8, 1902.

SERMON.

Manly Sympathy With a Class Peculiarly Subject to Hardships is Manifested in This Sermon by Rev. Frank De Witt Talmage,

CHICAGO, Nov. 2.-Manly sympathy specimens I have seen travelling with a class peculiarly subject to Holland." hardships and temptations is mani-SINNING AWAY FROM HOME.

fested in this sermon by Rev. Frank An average man can commit as De Witt Talmage on the text Nehemiah xil, 20, "So the sellers of all kind of is travelling alone, in a railroad train, ware lodged without Jerusalem ouce

are lodged without Jerusalem ouce or stopping alone in a hotel, or living alone with strangers far more easily, President Harrison once sent forth with less risk of injury to his position or twice. a proclamation which aroused wide-spread interest. In it he announced is being watched by his employer's that the claims of many Indian tribes had been bought up by the govern ment; therefore, by the power which or child. It makes an immense amoun of difference how a locomotive will act was vested in him as chief executive of when it is on the down grade whether or not the engineer has perfect con-trol over its powerful Westinghouse made to suffer, and so during those United States, he would on April or not the engineer has perfect con-22, 1889, open the central portion of Oklahoma to the American people. All trol over its powerful Westinghouse the men and women who at that time brakes. It makes an immense amount entered the new country could stake of difference with some of us when themselves out a claim or a lot or a we are heading toward the open drawfarm. On the appointed day thousands bridges of sin whether or no we have upon thousands of people assembled our loved ones near by, who are ready life. He is apt to often to lose his faith in God and in his fellow men and to feel that his own life is not mark to reach out their hands to help us to reach out their hands to help us to reach out their hands to help us to close the throttles and apply the spiritual brakes, so that we can halt bethe race for the choicest lots in the fore we have gone too far and it is too to his fellow man. My brother, I want cities which would within a few days late to try to stop. spring up as if by magic and the But the ugh the swift moving curstreets of which were already laid out. Some came on foot. These divested themselves of all superfluous clothing, rents of daily influences in a commercial traveller's life are apt to flow in the wrong direction when he is away so that they could run as swiftly as from home, yet that is no valid excuse possible. When the signal was given for his yielding to temptation. In the by the pistol held in the cavalryman"s first place, God has distinctly declared hand, the great multitude broke into that he will never allow any temptaa run. The would-be settlers rushed tion to come night us which is greater ahead so fast that within a few hours than we can bear, if we will only the whole land was taken possessio throw ourselves upon his mercy and of, and cities like Guthrie began to plead and continue to plead for divine teem with life. Oklahoma, only ten strength. Mighty as are the temptayears after it was first opened to the tions the commercial traveller meets white man, had nearly 400,000 inhabwhen he is away from home, the divine itants. But no sooner was Oklahoma power which is at his disposal is insettled and the little country stores set finitely stronger. It can triumph over up than the wholesale merchants of New York and Philadelphia and Chievery opposing force. But there is still another reason why cago and St. Louis began to send into the commercial traveller should not this new territory another great army of invaders made up of the represent-atives of their different establishments. yield to the temptations which he meets away from home. The modern knight of the grip is naturally These modern crusaders have been aptstronger man, mentally, morally and ly termed in the commercial traveller's physically, than the average man who parlance the "knights of the grip." is compelled to stay at home and work. Instead of riding a war charger, like It takes brains, and lots of brains to the knights of olden time, they roce be able to sell goods away from home behind an "iron horse," which is called The time is past when the great mera locomotive. Instead of carrying a chants think that any drunken, gambspear or a shield, they carried models ling, blaspheming employe is good en-ough to go upon the road. The em-ployers today demand that their comor pictures, showing how the steel and iron had been melted into plows and reapers and spades and axes and ham-mers and saws. Instead 'of having nercial travellers be men of character. of brain, men with the moral stamina. mailed armor, they had pieces of cloth, to say yes and no. And, young man, which they carried as samples of clothe mere fact that you are a con cial traveller is proof positive that you

with success and when he is discour-

aged by great financial depression,

thing, which they wanted to sell to the storekeepers for the new farmers and their wives and children. There is have character enough, by the grace of God, to be able to resist any temptanot a town in the United States, no tion which you may meet in your travmatter how small it may be or how newly established, which has escaped Temptations assail the com weekly, if not daily, invasions of traveller alike when he is buoyed up

the comm ial travellers. ANCIENT "DRUMMERS."

when he is thrown off his. guard by In the scene of my text can be found exultation or disheartened by a long almost an exact duplication of the in- succession of bitter disappointments. vasion of the newly settled regions of Oklahoma by the knights of the grip. Nor, return from his Babylonish exile and rebuild the walls of Jerusalem and make it a safe place in which to live than the commercial travellers of that vasion of the newly settled regions of Many commer make it a safe place in which to live than the commercial travellers of that day began to flock toward the Davidie capital to dispose of their goods. But there was one habit about many of these ancient commercial travellers which Nehemiah did not like. Some of which Nehemiah did not like. Some of them would persist in arriving at the city walls on the Sabbath day and try-ing to turn God's day of rest into a day of barter and gain. The governor, in order to stop the sin of Sabbath desecration, ordered that the city gates should be closed on the night before the Sabbath and not be opened again until the morning after the Sabbath, no matter how much these ancient commercial travellers might want to The matter new much these antient interchal traveller has to face. commercial travellers might want to get in and escape the dangers of being murdered by the robbers who nightly infested the surrounding hills. Thus we read the words of my text with a clearer interpretation, "So the sellers of all kinds of ware lodged without of all kinds of ware lodged without Jerusalem once or twice." street speculations by an experiment. As we walk in and out among the sellers of Nehemiah's time, barred his friend not to gamble in stocks for without the city walls, and examine their piled up bales and hear the mut-tered curses of the men blaspheming. In the term of the state of the stat tered curses of the men blasphen ing to make a study of the stock market. because they could not enter the Jeru-Every time he thought stocks were gosalem gates and watch the prepara-tions they are making to resist the at- of the same and decide how much he tions they are making to resist the at-tacks of the robbers I am reminded of the dangers to which our modern knights of the grip are exposed. They, too, have lurking enemies who would despoil them, and because those ene-mies are more treacherous, more insidious and more ruthless than the Be-sidious and more ruthless than the Be-douin hordes who menaced the ancient made." This the parishoner did as commercial travellers of Nehemiah's Mr. Beecher desired. At the end of time I am anxious to point them out three years he found out that if he had and put the imperiled men on their entered Wall street and speculated as the wished to do he would have been guard. The evil dangers threaten a com- bankrupted ten times over. You, my mercial traveller's life when he is commercial friend, may learn the same away from home. They try to ambush lesson. You do not have to experiment the seller of all kinds of ware when yourself, but you may see in the lives he is on the march; they strike at his of other commercial travelers the re-heart in a time and in a place when sults of allowing either exultation or an old man who still travels upon the he is apt to think he can sin with im-punity, because no one will be the the history of those commercial travjunity, because no one will be the wiser, as he can cover up his tracks; they come to the knights of the grip in the ansinuating and dangerous ways that evil temptations sometimes over-throw Christian people when they are traveling abroad. It is a well known tact that the average European trav-cillers will commit sins in Paris or Vichers will commit sine in Paris or Vi-ens or Rome er Monte Carlo or Pekin grayes. Now, my friend, dare you as

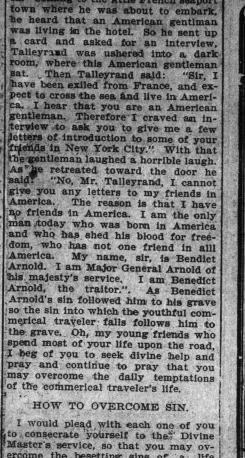
of a freight train. He ought to be able to walk along a dark country road at midnight in midwinter to catch the ca. Coming to the Kitle French seapor France, he intended to sail for Ameri ca. Coming to the fittle French seapor one o'clock train for the next town. He ought to be able to assimilate irtown where he was about to embarshe he heard that an American gentimal regular meals, and have his nightly was living in the hotel. So he sent up rest broken up once or twice and some- a card and asked for an interview imes even thrice, by the changing of Talleyrand was ushered into a dark cars, and yet be cheerful and happy and room, where this American gentleman cars, and yet be cheerful and happy and sell his goods just the same during the day. Alas, I well know what are the physical difficulties of a traveler's life! For many years I have, on and off, traveled around the country as a lec-turer. I have had to suffer all these trials, and have met and talked with the knights of the grip in many, a lone ly station in the midnight hour while waiting for a belated railwad compace. iting for a belated railroad connec-

YOU MUST PAY THE PRICE.

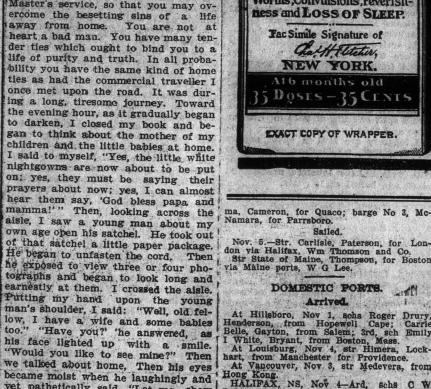
But, even under the very brightest of conditions and even though a man's backbone may seem to be made of steel, nature will asert itself. A comnercial traveler must always pay the times of physical exhaustion a commercial traveler, on account of the physical becloudment of his mind is often apt to take a depressed view of feel that his own life is not worth the living and that he is of but little use to his follow man. My brother Thinks of the commercial traveler's life. you, if you are a commercial traveler

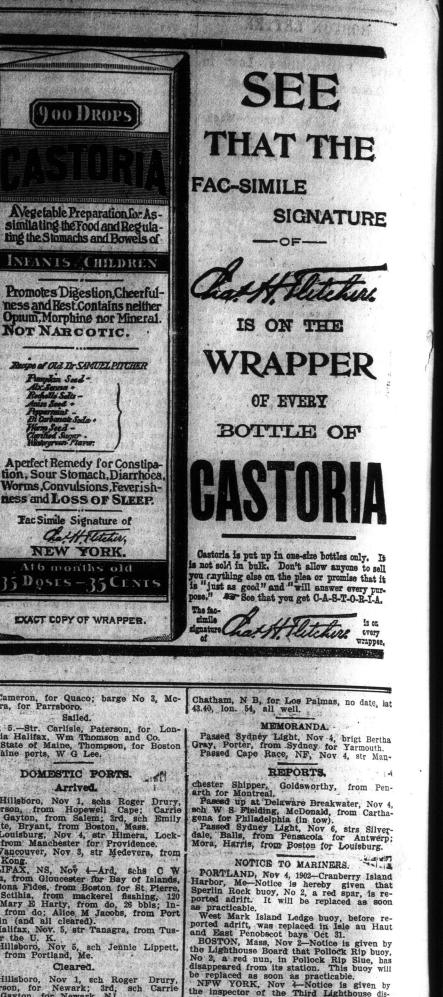
and a stranger who has just by chance dropped into this church, to know and dropped into this church, to know and feel that your life is worth living. God does love you. Your dear ones are de? pendent upon you. It is of infinite im-portance whether you do right of wrong. You must not let your belief in God falter when you need a physic in God falter when you need a physi-. cian and a dose of medicine and a good life of purity and truth. In all proba-rest; you must not let the hand of bility you have the same kind of home Satan touch you and lead you into the paths of sin when your head aches and your digestive organs refuse to do their proper work One of the greatest generals of the ages was defeated in battle and driven into exile because the night before the battle opened he was writhing in physical torture produced by a sudden and violent attack of dyspepsia. Many a commercial traveler has been defeated in life's spiritua battle because his health has become undermined and undertoned. Oh, ye namma!' " knights of the grip, be very careful of aisle, I saw a young man about my your physical health, for your spiritual happiness and faithfulness may be destroyed through your physical debilf-

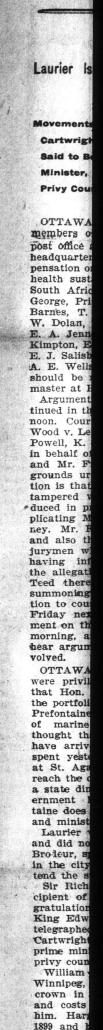
Dangers threaten a modern con mercial traveler also unless he rigidly fulfils his religious duties and spirit? Light for the server of staying there units when he interaction of staying there units when he is obtayed into the next town. Or, if a commercial traveler is senerative solution. ally employs himself on the Lord's Sunday train to the next town. Or, if a commerical traveler is spending Sun-day in a large city, it is very easy for him to go and hear the different population of the such a family of little ones." At "Yes," he answered, "I know I should, Head and said, "You ought to be a good man "Yes," he answered, "I know I should, Head and do you know. I feel that is it man be a should be and said, "You ought to be a good man "Yes," he answered, "I know I should. Head



NOT NARCOTIC. Pumpkin Seed -ATTA CT







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chersswill commit sins in Paris or Vi-eners or Rome er Monte Carlo or Pekin or Calcutta that they would never at home income fair of the young Dutch Queen Wi-helmina Illustrated this common tend-enery of the human race to be worse away from home than they are by their own firends and neight on the bars who hand they are by their own firends and neight on the barsworth of the second of the train of the second of the train to the second of the train the second of the train to the second of the train the second of the train to the second of the train to the second of the train to the second of the train to the second th

many temptations of a commercial traveller's life. But every time I start

THE TRUE WORSHIP.

morning or evening service go to the

pulpit and take the country or the city

minister by the hand and tell him that

you intend to pray for him and his

own spiritual life. By such evangelistic mission as to this you will not only by

divine grace overcome the sins peculia.

to the Sabbath, but also the besetting

sins which every week-dayslurk along the wayside of every commerical trav-

The worst dangers of a modern com-merical traveler's life generally assail

him when he is comparatively a young man. Once in a while you may find

to fail into the traps of sin impulsively. They are apt to say to themselves: "Well, I know I ought not to sin, but I am young yet. Therefore I can afford to sow a few wild oats, and then I can

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eler's journey.

to do wrong my little children's arms seem to cling about my neck as they Though all these attractions may be cry: "Don't papa. For your dear lit-tle babies' sake, don't sin." very fascinating my friend, you must remember that the true worship of God does not consist in the mere satisfying to the Christ who is pleading with you today to bow at his feet? Will you be true to Jesus on account of the prayvices to the Sunday school superintendent, and say that you will take a class for the day if any teacher is absent. Go to the Young People's meeting at night

And so in that evening hour, as the And so in that evening hour, as the train was speeding toward my destin-ation for lecturing, I felt as I feel now, I felt that, though the average commercial traveller has many sins besetting him, yet he is armored and helmeted from the attacks of temptations by his absent loved ones' prayers. The average commercial travel-ler ought to be true to his gospel faith when God has given to him a lovely, consecrated, Christian home. Oh, ye knights of the grip, will you be true

At Liverpool, Nov 9, str California, Portland. At Port Spain, Oct 25, sch Melba, McInnes, from Crandall, Fla. At London, Nov 6, str Florence, from St John via Halifax. At Bermuda, Oct 19, strs Beta, Hopkins, from Halifax (and sailed 20th for Jamaica); 23rd, Ocamo, Fraser, from Halifax (an sailed 24th for West Indies). Balled. ers of your loved ones even if your conscience tells you that no prayer is appropriate for you as that of the publican, which you can utter in your From Bermuda, Oct 28, sch Leonard Par-ker, Hogan, for Wilmington, NC. wn behalf?

SHIP NEWS. PORT OF ST. JOHN.

Arrived. At Rio Janeiro, Nov 3, str Pydna, Cross-ley, from Cardiff. At New London, Nov 2, str Mira, from Halifaz (In tow of tug C W More). CITY ISLAND, Nov 4-Bound south, schs Genevieve, from St John, NB; I N Parker, from do; Ahner Taylor, from Calais, Me; tug Gypsum King, from Hantsport, NS, towing sch Gypsum Emperor, barges On-tario and J B King and Co, No 19, from Wentworth, NS. Bound east, bark St Croix, from New York for Bridgewater, NS (anchored). EASTPORT, Me, Nov 4-Ard, schs Emest T Lee, from Bayonne; St Bernard, from Parrsboro, NS. BOTHBAY HARBOR, Nov 4-Ard, schs Alaska, from Boston; Annie Gus, from do. In port, sch Henry Sutton and a faeet of west bound vessels. NEW YORK, Nov 4-Ard, str Bovic, from Liverpol. PORTLAND, Me, Nov 4-Ard, schs Elwood Burton, from Hilsboro for Newark; C R Filmt, from St John for City Island; Seth M Todd, from Calais for do; Phoenix and Aberdeen, from Windsor, NS, for do. At New Bedford, Nov 3, bark Hattle G Dixon, from Boston. At Cardenas, Oct 23, sch Arona, Spurr, from Mobile. At Salem, Nov. 3, sch Brittania, Nickerson, from Boston. At Buenos Ayres, Oct 31, barkth F B Lov-ingdale, from New York. At Buenos Ayres, Oct 31, barkth F B Lov-it, Santos, Oct 10, ship Treasurer, Morris, from Baltimore. At Carrabelle, Fila, Noy 4, bark Glenafton, Arrived. Nov 4-Sch Rebecca W Huddell, Colwell, from Boston, D J Purdy, bal. Sch S A Fownes, 123, Ward, from Newark, A W Adams, bal. Sch Lewanika, 298, Williams, from New York, R C Elkin, bal. Coastwise-Str Brunswick, Potter, from Canning; schs Gipsey, 32, Ogilvie, from Parrsboro; barge No 3, 443, McNamara, from Parrsboro. Nov. 5.-Sch Fleetwing, 53, Goucher, from Lubec, master, bal. Sch Shafner Bros., 143, McDonald, from New York to Bridgetown, fertilizer-in for

New York to Bridgetown, fertilizer-in for harbor. Sch H B Homan, 299, Atkinson, from Parrsboro to Rockland, coal-ni for harbor. Coastwise-Sch Cltizen, 46, Woodworth, from Bear River; str Centreville, 32, Gra-ham, from Sandy Cove; Greville, 20, Baird, from Windsor. Nov 6-Sch Georgia E, 88, Wasson, from Lynn, J W McAlary Co, bal. Sch Minto, 119, Zinch, from Ponce, J W Smith, molasses. Sch Etta A Stimpson (Am), 268, McLen-nan, from Eatonville to New York, piling-in for harbor. Coastwise-Schs Alfred, 28, Small, from Tiverton; Aurelia, 21, Watts, from North Head; Ethel, 22, Trahan, from Beileyeau Cove. Cleared. Cleared.

Nov 4-Str Carlisle City, Paterson, for

Cleared. At Carrabelle, Fla, Noy 1, bark Glenafton, Snow, for Cardenas, Guba. At New York, Nov. 3, schs Abana, Stev-ens, for Quaco; Viola, Ward, for St John; barge J B King and Co, No. 21, for Wind-sor; Ethel B Summer, Beattle, for Fernan-dina; Gypsum Queen, Carmichael, for Wind-sor, NS; Gypsum Empress, Gayton, for Windsor, N S. At New York, Nov 4, sch St Croix, Mor-rell, for Bridgewater. Sailed.

From Santos, Nov 4, str Trebla, McDou-gail, for St Lucia and New York. From Salem, Nov 2, sch Union, from New London for Sackville, N B. From Montevideo, Oct 6, sch Louvima, Smith, for New York.

Bark Teutonia (Nor), Gregersen, from

At Hillsboro, Nov 1, sch Roger Drury, Henderson, for Newark; 3rd, sch Carrie Belle, Gayton, for Newark, NJ. At Hillsboro, Nov 5, sch Emily I White, Bryant, for Newark, NJ. At Chatham, Nov 5, str John Christle, Jes-persen, for Dublin. The inspector of the Third Lighthouse district that on Nov 2, 1902, West Knolls North End huoy, New York lower bay, red, first class can No 7, was changed to the position, in 26 feet at mean low water, indicated by the following magnetic bearings: West Bank lighthouse, N by E%E; Romer Shoal lighthouse, W5-16N. Sailed.

BRITISH PORTS.

Arrived.

FOREIGN PORTS.

Arrived.

nore. Cleared.

SPOKEN.

From Louisburg, Nov 4, str Albuera, Grady, from St John for Glasgow. From Tusket, Nov 4, str Tanagra, Abbott, for Hallfax and the UK.

EMPEROR WILLIAM

On His Way to Visit King Edward VII.

Arrived. KINSALE, Nov 4-Passed, str Californian, from Portland for Liverpool. DUNGENESS, Nov 4-Passed, str Ceylon, from Montreal via Sydney, CB, for Hull. PRESTON, Nov 2-Ard, bark Lorenzo, from Jordan Bay. GRENADA, Nov 3-Ard, sch Sirocco, Reicker, from SJ John via Machias. BARBADOS, Nov 2-Ard, barktn Sunny South, McDonald, from Pernambuco. LIVERPOOL, Nov 4-Sid, str Lake On-tarlo, for Montreal. At Liverpool, Nov 5, str California, from Portland. KIEL, Nev. 6.-Emperor William left here tonight at 10 o'clock on board the imperial yacht Hohenzollern for Eng-land, where he will visit King Edward. A fleet of British torpedo boats will meet the Hohenzollern in British waters and escort her to Sheerness. It is expected that the emperor will remain at Sandringham as the guest of the British sovereign until Nov. 16, when he will go to Lowther Castle to visit Lord Lonsdale.

BELLEVILLE, Ont., Nov. 6 .- Rev. F. French of Tweed, writes to the newspapers complaining that crime is so, general in the vicinity of Actonolite, Hastings Co., that unless it is suppressed law abiding people will be compelled to move out.

A' French scientist has concluded that oxi-dized metals are finally transformed again into ore and will ultimately collect under ground for future miners to dig up.

BIRTHS.

SMITH.-In this city, on Nov. 3rd, to the wife of J. A. Smith, a daughter.

MARRIAGES.

BRADLE -MORISSEY-In this city, on Nov. 4th, 1992, by Dr. T. F. Fotheringham, David Bradley, jr., to Lena Mildred Mor-issey, both of this city.

IOPKINS-NIXON.-In this city, Nov. 5th, by Rev. T. J. Deinstadt, Frank B. D. Hopkins and Miss Winnifred Louise Nixon, all of St. John.

HALL-GODDARD-At South Branch, Kings county, N. B., on Nov. 5th, by Rev. W. Camp, Luther C. Hall to Miss Blanch God-

MATHESON-PARKS.— On the 5th Novem-ber, at St. Stephen's Church, St. John, N. B., by the Rev. Dr. Fraser, William G. Matheson of New Qlasgow, N. S., to E. Annie Parks, daughter of John H. Parks, of St. John, N. B.

PEAKE-WILMOT-On Monday, Nov. 3rd, at "Belmont," by the Rev. H. E. Dibblee. James P. Peake, M. D., of Oromocto, to Lucy G., youngest daughter of the late John D. Wilmot.

DEATHS.

ASHE.—In this city, on Nov. 4th, John F. Ashe, barrister-at-law, aged forty-five years.

BULLEY-At Victoria Settlement, Oct. 23, Ethel Mason, eldest daughter of the late A. C. Bulley, aged 61 years.

A. C. Bulley, aged 61 years.
COLEMAN—At Chaudiere Station, on Nov.
3, 1902, Charles E. Coleman, aged 10 years and 5 months, eldest son of Charles F. Coleman, postmaster Chaudiere Station.
(Sydney papers please copy.)
DAMERY—At Cambridge, Mass, Nov. 4th, William J. Damery, aged 33 years 6 months 26 days. Interment at Cambridge cemetery.

DUNHAM-On Nov. 5tb, at Kingsville, St. John, Frank Edward Dunham, son of An-nic and Edward Dunham, aged 8 years and 9 months. (Moncton and Boston papers please copy.)

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Prefonta

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