

SERMON ON THE WAR

DELIVERED LAST SUNDAY BY REV. DR. WILSON IN ZION CHURCH.

A Sketch of the Dutch and the English in South Africa—The War Will Be Short and the Boers Conquered—Prayers for the Canadian Contingent.

Although the weather was very bad last Sunday there was a large congregation at Zion church when the pastor, Rev. Dr. Wilson, preached a very able sermon on the war in South Africa.

The first hymn was Wilder's deep throated hymn: "Send thou oh Lord the prosperous gale." Dr. Wilson asked the congregation to sing this hymn as a prayer for the Canadian contingent about to embark for the war.

Dr. Wilson took for his subject, "The cause, possible complications and possible results of the war in South Africa."

He said no one could think of war without a feeling of horror. The vast expenditure of money so much needed in other ways and the vital sacrifices of life involved therein render it something to be deprecated and deplored.

An appeal to arms is rarely necessary for the matters in dispute usually could be and therefore should be settled by diplomacy and not by the sword. But while war is always a dread calamity it is sometimes a dire necessity.

As there are lawless individuals who are only held in check by the presence of the police, there are turbulent peoples who understand no argument but that of force.

As it takes two to make a quarrel it sometimes takes two to prevent one, and the unwillingness of the one to proceed to extreme measures is too often regarded as a sign of weakness and an encouragement to the other to make the most insolent and unrighteous demands.

The war in the Transvaal is the case in point. Some consider the war unnecessary and hold that there is nothing to justify it, and that the British government is guilty of criminal wrong, while some who take the other side, and say that it is true that a man is judged by the company he keeps, these friends of the Boers are in bad company.

Owing to the growth of the imperial sentiment and the fact that we will be represented on the battle fields of South Africa, and the leading position occupied by Canada, the subject is one that concerns us all.

In 1806 the Dutch possessions in South Africa were ceded to Great Britain, and while the people as a whole quietly accepted the situation, some of the more hardy emigrated to what is known as Natal and set up for themselves. Their treatment of the natives was so cruel that the British government had to interfere in the interests of humanity and organized a colonial government.

Slavery having been abolished throughout the empire the Boers unwilling to submit to the new order, retired beyond the Vaal and Orange rivers, where they hoped to continue to lead their lives in the past. As the country was already inhabited by numerous and powerful tribes the Boers were simply intruders who had no claim to the land in question.

to interfere. He believed that British France and unscrupulous Russia are setting ready to strike, not directly in favor of the Boers, but in creating trouble elsewhere. Regarding the soldiers that left here last Wednesday, the preacher said: "We will follow them with our prayers, daily remember them at the throne of grace, and hope to welcome them home again when the war is over; and if any of them should find grave in Africa our hopes are that when the roll is called up that each may be able to say "Here Lord," "The service closed with singing "God Save the Queen."

SPANISH COMMANDERS ACQUITTED.

The Courts Find They Used Every Effort to Hold Santiago.

WASHINGTON, Oct. 29.—The bureau of naval intelligence has made public a very interesting document published in the official organ of the minister of war at Madrid, and containing the sentence of supreme council in the proceedings instituted because of the capitulation of Santiago in the summer of 1898. The defendants named in the proceedings are Jose Toral, Velasco, general of division and the successor of General Linerae in the command of the Fourth army corps of Cuba; Genl. Mesa, chief of the brigade of Guantamou, Lieut. Col. Velardo, military commander of Baracoa; Lieut. Col. Rafael Alegria, Commander of Sagua de Tanamo; Captain Arturo Estigarribia, Commander of Alto Songo, Captain Jose Garcia, Commander of San Luis; Captain Romaldo Durrantini, Commander of Palma Soriano, and Captain Clemente Payro, Commander of El Ciro. The defendants named, besides Genl. Toral, are the commanders of the outlying military posts which were included in the capitulation of Santiago. The most interesting feature of the report is the fact that the court lays great stress upon the importance of the American naval forces and declares that without every means of defence required by the law of honor and duty—as attested by the brilliant battles sustained from June 22nd to the day of capitulation and the many captures of generals, commanders officers and privates during said battles.

OTTAWA NEWS.

Lady Aberdeen in Town—Agents General Will Visit Canada—Mr. Fielding Going to Nova Scotia.

OTTAWA, Oct. 29.—Lady Aberdeen is in the city, and was at St. Andrew's church today. She is here on business connected with the Victorian Order of Nurses. Agents general for Australia and New Zealand, who have been attending the commercial conference at Philadelphia, propose spending a few days in Canada. They left Boston last evening for Montreal. They are W. P. Reeves, New Zealand; Sir Andrew Clark, Victoria; Dr. Cockburn, South Australia; Sir Horace Tozer, Queensland. They will probably first visit Quebec and return to Ottawa on Monday to Quebec to see the contingent of soldiers who will spend some time in Nova Scotia.

Earthquake in Maine.

WATERVILLE, Me., Oct. 29.—A phenomenon in the nature of an earthquake visited Waterville this morning at 3 o'clock, being especially noticeable at the residence of Hon. S. B. Brown, on Center street. He described as follows: "I was in bed at the time, and I felt as if my bed was being wrenched from under me, causing dishes to rattle and the electric light to go out. It lasted about 20 minutes."

INSURANCE STATEMENT OF THE BUSSEX FIRE.

The work of adjustment of the losses by the recent fire at Bussex has been completed and a statement of the insurance is given here. It is found that the places insured suffered almost to the total amount of insurance, the latter being \$34,695, while the losses to these places is found to be \$30,808 11. In many cases the whole amount of the policy was awarded. The statement follows:—

Table with columns: Company, Amt. Pol., Insured, Loss. Lists various insurance companies and their respective amounts.

POLICY AND PUSH.

THE DEPARTMENT OF RAILWAYS AND CANALS IS ADVANCING

Great Undertakings On Sound Business Lines and With Great Rapidity—A Vigorous Speech By Hon. Mr. Blair at Fergus, Ontario.

At Fergus, Ont., on Wednesday last, the electors turned out in force to attend a meeting which was addressed by Premier Laurier, Hon. Mr. Fielding and Hon. A. G. Blair. The speech of Hon. Mr. Blair was an able answer to charges made by the opposition, and an inspiring address on the possibilities which lie before Canada in the development of her water-ways and railroad system. The following is a report:—

Hon. A. G. Blair received a reception which could not have been excelled in heartiness even by a New Brunswicker. He ridiculed the pretensions of the Conservatives that they had the country with them, and asked what had occurred that should cause the people to change their political allegiance.

He suggested to his hearers that they should take the question home with them and ponder over it. The opponents of the government were trying to create the impression that there had been scandals in connection with the public works, the canal and railway departments. They were challenged in Parliament to bring forward proofs of the imputations in which they indulged, so that they might be investigated by the proper tribunal but ran away rather than do so.

Measures promoted by the railway and canal department had been for the last three years the objects of accusation and discussion. "These measures," said Mr. Blair, "largely resulted from the policy which the government fixed upon almost immediately after the accession of Sir Wilfrid Laurier to the premiership. A policy having for its aim and object the carrying out of the national idea and the promotion of national pride and the promotion of national unity."

He said that the government had taken place on the part of a Government with a country of such vast dimensions, extending from Cape Breton on the one hand to the Yukon on the other—a distance something between eight and nine thousand miles—no question could be nearer to heart or more important than the consideration of the government than the question as to how the problem which arises in connection with transportation should be dealt with.

In working out the subject, Mr. Blair went on to say the question arose whether the Canadian Railway was to be administered as to produce the best results for Canada, so as to form an efficient link in the great chain of lines for Canada. The Government determined that the terminus of the Intercolonial Railway should be at Levis, but that the line should be extended a distance of 150 miles to the great commercial metropolis of Montreal. In that way the Canadian Railway was brought into touch with the other great railway systems of Canada and would be able to obtain the best of the conditions of the other—on the one hand, a Government for those sending merchandise to the west or wishing to transfer their goods to the west. On the other hand, it was determined upon, and having been fought out in three sessions was now fully matured. No railway transaction had ever taken place on the part of a Government in this country that would better stand close investigation and critical scrutiny than the one to which he alluded. (Cheers.)

There were charges of misconduct made against the department of railways by the opposition of the government, but when challenged to produce the proof the speakers denied that they ever made allegations of the kind. The integrity of the minister of railways or of the government in connection with the transaction. (R. raised cheer.)

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to that prepared by the government. Hence the policy of extension had been vindicated by the action of the opposition in parliament. (Cheers.)

A Surplus.

It was predicted by critics of the government that the extension to Montreal would result in a deficit of from \$270,000 to \$300,000 yearly, which would have to be paid out of the ordinary revenues of the country, but the result of the first full year's operation of the road had been in surplus greater than all the surplus the line had ever yielded before. It was not large—and it was not expected to be—but after paying the rental and a certain expense there remained a surplus of \$67,000 at the end of the first twelve months. Thus the wisest of the government policy was vindicated, so far as it related to the Intercolonial Railway itself. (Cheers.)

Deepening the Canal.

Mr. Blair took up the question of the deepening of the canal to a depth of 14 feet, and pointed out that while the Conservatives had only awarded with these means the present government had undertaken the work vigorously and pushed it to a speedy completion. He said that the canal was completed 10 days ago, thus giving a channel for vessels drawing 14 feet from the end of the great lakes down to ocean navigation.

Turning his attention to the subject of the Crow's Nest Pass railway, Mr. Blair said the government had been blamed by their opponents for giving too large a subsidy to the C. P. R. for the construction of the line referred to. The Conservative proposition was to grant a subsidy to the C. P. R. of \$5,000 and loan to the company \$30,000, making \$35,000 a mile in all, without any concessions from the company. The government gave \$11,000 a mile and received substantial conditions from the company in return.

The most striking and most important of these was the reduction of the present freight rates on grain by three cents a bushel, which meant a saving of \$750,000 in cash to the farmers of Manitoba and Saskatchewan. (Cheers.)

Mr. Blair next explained the policy which the government decided upon in regard to the Bitling railway, and contended that its rejection by the senate had caused a great loss of the Yukon trade to Canada. Sir Charles Tupper admitted the blunder which was committed by offering at the last session of parliament that if the government would reduce the freight rates on goods in other classes of freight had been made ranging from 10 to 20, and in some cases 30 per cent. upon the ordinary current rates.

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Advertisement for Lea & Perrins' Sauce, featuring a signature and the text 'LEA & PERRINS' SAUCE. THE ORIGINAL WORCESTERSHIRE. Agents—J. M. Douglas & Co. and C. E. Colson & Co., Montreal.

Advertisement for Dr. J. Collis Browne's Chlorodyne, describing its benefits for various ailments like coughs, colds, and asthma, and mentioning its status as a 'Gentlewoman's' product.

Advertisement for 'The Gentlewoman' magazine, highlighting it as 'America's Greatest and Best Journal for Women' and offering a special price of \$2.00 for \$1.00.

List of contributors to 'The Gentlewoman' magazine, including names like Prof. Brander Matthews, Sir Walter Besant, and Hon. John Wauchope.

Advertisement for 'The Gentlewoman' magazine, one year for \$1.00, and 'The Semi-Weekly Telegraph' for \$1.00.

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Report on a school boy, Richard Stewart, who was removed from his residence to the 23rd street ferry, preparatory to his final removal to the Arlington cemetery.

Report on a marriage celebration in Fairville, N. B., Oct. 26, a very pleasant evening spent on Monday, October 23, at the residence of Samuel Patterson, of Shanklin, St. John county.

Report on a funeral of an American General, General Gay V. Henry, who was removed from his residence to the 23rd street ferry, preparatory to his final removal to the Arlington cemetery.