

### The Northern Zone.

However it may be on the Atlantic coast there is no doubt that on the Pacific slope everything seems to improve as you go northward. The timber of Washington and Oregon is better than that of California, and there is more of it, and both quantity and quality are improved in British Columbia. The same largely applies to agricultural and pastoral lands. California and Oregon have no coal, while Washington has it in plenty, and British Columbia possesses even larger measures than Washington, and which are also of a better grade. Mexico has silver mines; those of California and Nevada are silver and gold, as are those in the northern tier of States—Montana, Idaho and Washington. But the mines of British Columbia have more wealth than those of any of those States, and are far richer than California's ever were, although the development of the richest of them has scarcely been fully commenced. Even richer, according to the reports which are now filling the newspapers, are the mines of the Yukon, away up within the Arctic Circle, indicating that the further north one goes the richer are the mineral deposits. Wheat, it is well known, attains its best at the most northern limit of its production; and gold, which frosts do not injure, seems to act somewhat on the same principle. It doesn't follow, though, that should Andree actually discover the pole it will be found implanted in a vast unadulterated auriferous bed, but we are getting so accustomed to having the best things that are going nowadays that it wouldn't be a matter of great surprise were it so, if Canada should happen to have reached that far towards the top of the earth. As it is, our own North-West has the richest and broadest wheat fields and best ranching lands and most marvellous gold areas—for the capital of the Klondyke is at Regina—and if Governor Mackintosh's sway extends to the North Pole, and the region there should be proportionately as rich as it is where the Arctic Circle begins, Canadians can pardonably pride themselves that if they don't own the earth they at least possess the best part of it.—Montreal Star.

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"The Sabbath is for man," says the Interior (Pres.) of Chicago, "and it is for the best part of him, the only part that will endure. It is most reasonable, therefore, to ask him to observe it. It is intended wholly for his happiness. In wasting it he is wasting himself. We invite him to church because there he can get the most out of the Sabbath for himself. Whatever tends to the virtues of the home, of the family, of the community, to the rest of the body and refreshment of the soul, that is lawful for the Sabbath. The Sabbath takes account in time of the verities of eternity. It is the sign and signal of immortality, the promise of God, of immortal life, and the acceptance of that promise on the part of man. The Christian should be thoughtful and circumspect in regard to the Sabbath. It is not to be caricatured as it was by the Puritans into a prison-day, a

day of punishment—which things, indeed, have a show of wisdom in will worship and humility and severity to the body, but are not of any value as against the indulgence of the flesh. This is only to create disrespect for the Sabbath and to provoke defiance of the most reasonable and most beneficent law itself. But, on the other hand, the Christian may not do what to him would be blameless if by doing it he may seem to encourage the general spirit of Sabbath-breaking."

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"We asked, says the N. W. Christian Advocate (Meth.) of Chicago, if bicycling does not increase Sabbath-breaking, and if the wheel does not therefore, deserve discouragement. There is no room for doubt that the wheel encourages Sabbath-breaking—upon the wheel. Good roads also increase Sabbath-breaking. Horses in their day led to Sabbath-breaking. Good fishing does so. Yatching does so. The chief trouble, however, is in the man or woman who misuses the horse, the wheel, the yacht, the fishhook, or good roads. One may as well discourage a fish diet or the making of good country or city roads as to open a campaign against the special instruments that facilitate Sabbath-breaking. There is no more immoral steel or rubber about a bicycle in use on Sunday than on Monday. A war upon the wheel as a wheel is sure to expose the warrior to ridicule. Such a campaign is useless. The only route to reform is through the intelligence and conscience of riders. It is easy to see that some men on wheels on Sunday may be in a better state of mind or soul or morals than some others who go about on foot. The sole test is in the intent and spirit of the rider. Every person can judge for himself, but is not a final and authoritative tribunal for others. Some people abstain from walking out on Sunday lest they should seem to identify themselves with others who 'do their own pleasure' on God's day. The Bible contains a prohibition for those who 'go with the multitude to do evil.' If a Christian man has a legitimate errand of mercy on Sunday he is as much entitled to ride on the wheel as he is to walk."

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Hon. George H. Reid, premier of New South Wales, being asked in Toronto the other day his opinion in regard to the denouncing of the German treaty, said: "That is no more than I expected. It will come as no surprise to any of the colonial premiers who took part in the recent conference with Hon. Joseph Chamberlain. We had no understanding then you know. The matter was fully discussed, and all were in thorough accord with the principle that nothing should stand in the way of bringing the parts of the empire into closer relation. In Great Britain's denunciation of the zolverein it is not the unexpected which has happened. Canada's tariff was protectionist, he said, but he could understand Mr. Laurier's motives in this. There must be some regard for vested rights."

Dr. Bayard, of St. John, who last week completed sixty years of valuable service as a member of the medical profession, through which he has won wealth and honor, has received the congratulations of many friends. Dr. Bayard is still active in his profession having retained his physical and mental powers to an extraordinary degree considering his advanced years.

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### Notices.

The Shelburne County Quarterly meeting will hold its next regular session with the church at Wood's Harbor, Aug. 10-11-12; as these are to be the annual meetings, they will continue through three days. The programme is especially interesting. It includes the first session of the Shelburne County Sunday School Convention. As we are sure to have a glorious time, let every one try to be present. Don't forget the collections.

ADDISON F. BROWNE, Sec'y.

There will be, D. V., a meeting of the Board of Governors of Acadia University, on Wednesday the 14th inst. at 8 o'clock p. m. in the vestry of the Main St. Baptist Church, St. John, N. B. By order of the Board. S. B. KEMPTON, Sec'y. Board. Dartmouth, July 31st.

Will all who have any intention of going to Northfield, Mass., to attend the Moody Bible Conference in August next, report at once to me, you will probably obtain valuable information as to special rates etc. Box 115, Digby. B. H. THOMAS.

The annual meeting of the Maritime Baptist Publishing company, will be held at their office 85 Germain street, St. John N. B., on Monday morning Aug. 23rd at 9 o'clock. B. A. STAMERS, Sec'y. P. S. The Directors of the company will meet at 85 Germain St. Saturday morning Aug. 21st, at 9 o'clock.

The Queens County, N. S., Quarterly Meeting, will convene with the Brooklyn church on Monday and Tuesday Aug. 9th and 10th. All churches in the county are hereby requested to send delegates. F. M. CHRISTOPHER, Sec'y.

All who are interested in the general Conference for Christian workers at Northfield Mass., from July 29th to Aug. 16th, will please note that the International Steamship Company will give a 30 day limit excursion return ticket on their line between St. John and Boston, for \$5. Purchasers will inform the Purser that they intend going to Northfield Conference. The Dominion Atlantic Railway will charge one first class fare on their line and will return delegates free, providing 10 delegates go, otherwise 1/2 return fare will be charged. The party should take the St. Croix on Thursday July 29th or Tuesday Aug. 2nd from St. John to Boston direct. The writer expects to go on Tuesday Aug. 2nd. Entire expenses guaranteed to be under \$25. Let there be a large party. B. H. THOMAS.

Northfield, Mass.

### The Convention—Travelling Arrangements.

The Railway and Steamboat lines will carry delegates to the Baptist Convention to be held at St. John, N. B., 20th to 25th August, at one first class fare, as follows: Steamer Cann, Churchill Line, Steamer City of St. John, Steamer Alpha: N. B. and P. E. I. Railway, Salisbury and Harvey Railway, Cumberland Railway and Coal Co., Central Railway of N. B. Canada Coal and Railway Co., Star Line, Elgin and Havelock Railway: full local fare to be paid going and return free on presentation of a certificate of attendance, signed by the secretary to the ticket agent or purser.

The Canadian Eastern Railway will issue return tickets from 17th to 20th, on Charlottetown Steam Navigation steamers; ask for a delegates ticket and get their certificate which you will present to the purser on your return.

The Intercolonial Railway, Canadian Pacific Railway, Shore Line Railway, Dominion Atlantic Railway, Prince Edward Island Railway and Central Railway of N. S., will provide standard certificates to delegates at the starting station, which must be filled in by the ticket agent delegate and secretary to present to the ticket agent for a ticket to return.

The Canadian Pacific Railway will return delegates at one third fare, the other lines free. Certificates for all lines good until 28th August.

The same arrangements will apply to the meeting of the Womans Baptist Missionary Union at Sackville N. B. on the 18th and 19th August. Certificates to be good for return until 21st August. J. J. WALLACE, Chairman Com. Trans., of Arrangements. Moncton, N. B., July 15th.



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