

# Messenger and Visitor.

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## Short Crops in Germany.

The crop reports from Germany indicate a very serious shrinkage in the yield of cereals as compared with last year, and although the world's grain crop will from all reports be an abundant one as a whole, the failure in Germany will be very sensibly felt in that country. Mr. Frank H. Mason, United States Consul General at Berlin estimates that the winter wheat crop of Prussia will not exceed 1,192,000 tons leaving a deficit as compared with last year of more than a million tons valued at \$43,732,500. The rye crop of Prussia is said to be no better than the wheat crop and much the same condition of things throughout Germany. Heavy importations of grain will therefore be necessary, and the small farmers especially will require help. The Government has accordingly taken steps to afford the necessary relief.

## The Boers in Bermuda.

Boer prisoners of war to the number of nearly a thousand men have been brought to Bermuda where they have been placed under guard on Burt's and Darrell's Islands. The prisoners, especially those from the Orange State, who number 800, are said to be a fine-looking lot of men, quiet, well-mannered and many of them educated. These Orange State men recognize the fact that they have been fighting for a lost cause and say they never wanted to fight but were forced into it. Many of them have English names, it is said, and are the sons of Englishmen who settled in South Africa. Their great desire is to return to their families on whose account they are naturally filled with anxiety. In their confinement they feel keenly the lack of occupation, ask for tools with which to work and show much ingenuity and skill in the construction of small articles which they sell as souvenirs. The Orange State men are represented as quite ready to accept the inevitable result of the war, but it is different with the Transvalliers who manifest a much less submissive spirit and want to be free in order that they might carry on the fight.

## The Automobile.

It seems probable that one of the remarkable changes of the next fifty years will be in connection with the modes of travel in suburban and country districts. This change will be effected by the automobile which as a means of locomotion has already passed the tentative stage. Recent trials of speed in Europe show that, on a hard and level road-bed, the automobile can be safely driven at a speed which leaves the iron horse on his iron railway far behind. When we say *safely*, we mean of course provided the course be kept clear of obstructions, for a vehicle moving at the rate of from 60 to 80 miles an hour will need a clear track. To dispute the right of way with a cow, for instance, would no doubt result badly for the "cow" and perhaps be no less embarrassing to the other party. But the automobile is very responsive to the hand of the skillful driver, and the velocity mentioned of course racing speed. On a good and reasonably straight road these vehicles can no doubt be run quite safely at a speed of from twenty to thirty miles an hour. But such roads as would be required for the running of automobiles are not now to be found to any extent worth mentioning in this country. But when the perfection of adaptation between motive power and carriages, with the minimum of cost, has been attained, it seems probable that the advantages of running motor carriages on macadamized road-beds will be so great and so apparent that suitable roads will be constructed. Naturally this will take place first in the more densely settled districts where travel is greatest and in parts of the country where solid road-beds can be constructed at least cost. The establishment of the automobile

period will mean the greater distribution of population, and it will also be of great importance to the farmer in providing a means for the speedy transportation of his lighter products to market. "With proper road improvements," says the New York Tribune, "an enormous market for automobiles might be secured. City populations are tending countryward, and will go as far as they can with comfort. Where roads are adapted to automobiles the suburban area may be extended much further from railroad stations and trolley lines than now, and large tracts of land be made available for residence. Neither in city nor country will traffic forever be concentrated on railroad lines. More smooth streets will be demanded in the former, by which people can make their way in comfort with their own vehicles to and from their business. The development of good highways is as much a matter of public interest as the building of bridges and tunnels, and when the latter have been provided to meet the immediate needs of the greatest number it may be expected that with the rapid improvement in automobiles, making them even more than now practical vehicles for general business and travel, the demand will be irresistible for extensive street and road improvements."

## Artistic Illumination.

The New York Tribune calls attention to the illumination by electricity of the exterior of the Pan-American buildings at Buffalo as the spectacle which surpasses, both in interest and in beauty, all other features of the exposition. This illumination which begins every night at 8.30 o'clock is described as follows: "At that hour the thousands assembled in the main court behold first a faint, dull rosy glow along the angles and over the facades of the buildings. Then, with a gradual and delicate transition, like the efflorescence of some magical fantasy upon the night, the thousands of veiled rubies become lambent beads of burning amber, the cold white glare of electricity melting into a light too golden, too soft, to be called dazzling. The flamboyant structures flanking the long central basin, dominated by the severely beautiful lines of the tall tower at one end, then take on an enchantment unsuspected in the garish light of day. The multitude applauds, and from that applause, as from the illumination itself, there flow divers reflections." Many will certainly sympathize with The Tribune's intimation that in this triumph of illumination by electricity there is a suggestion for the expression of the fourth of July sentiment far more artistic, and at the same time far less dangerous and less offensive to the ears and to the nostrils, than the time-honored practice of exploding gunpowder. "Is there any reason," it is asked, "why this sane substitute for uncouth sound and fury, this miracle of art and ingenuity, this boon of æsthetic pleasure, should be known only once in years, and then as the accompaniment to a single sort of enterprise or as the exclusive appanage of the city which happens to have Niagara Falls harnessed at its gates." But in projecting such a reform as that the Tribune must reckon with certain invincible elemental instincts implanted in the small boy's nature. What are all such miracles of art with their "exquisitely unfolded splendor" to the American or Canadian small boy, compared with the hideous din and the smell of burning gunpowder which accompany his exploitation of the fire cracker? Think of the despairing sadness that would settle down upon his features if told that his patriotic sentiments must henceforth find expression in contemplating an "exquisitely unfolded splendor" that should "leave unbroken the precious silence of the night—doing harm to no living creature, imperiling no man's possessions!"

## P. E. I. Association.

The 34th annual session of the P. E. I. Baptist Association convened with the Hazelbrook church on Friday, July 5th. Your correspondent had always been inclined to discount slightly the enthusiastic reports of the beauty of the Island and the hospitality of its people; but now, having had experience of both, he would characterize those reports as coldly judicial. The trip across the Strait was delightful, and the pleasure was enhanced by the presence of our genial professor of classics at Acadia, Dr. R. V. Jones, whose attendance at the various sessions was appreciated by all. The Hazelbrook church in which the Association met, is one of the most convenient and commodious on the Island—indeed we might say in the Maritime Provinces—and the friends of Hazelbrook and surrounding districts vied with each other in making the delegates enjoy themselves.

### FRIDAY MORNING.

The Association was opened with devotional exercises led by the retiring Moderator, Rev. W. H. Warren. This was an inspiring service in which many bore prompt and joyful testimony to the goodness of God, and was a fitting and helpful prelude to the work of the Association. After this service the list of delegates was read by Rev. J. C. Spurr. As usual the number of delegates in attendance at the first session was small, but before Saturday night the attendance had reached the average.

The election of officers resulted in the choice of Rev. John Clark as Moderator, Bro. Arthur Simpson as Secretary, Rev. A. H. Whitman as assistant Secretary, and Bro. Layton McCabe as Treasurer. The retiring Moderator then gave his address, reviewing briefly the history of the Island Association, and emphasizing the need of loyalty to denominational truths and principles. After the usual routine of appointing the various committees, the following and all others who might arrive late were invited to seats:—Dr. R. V. Jones, of Acadia; Rev. A. E. Ingram, and Rev. I. C. Archibald and wife.

### FRIDAY AFTERNOON.

The session opened with a fifteen minute devotional service led by the Moderator. The first business taken up was the report on Obituaries, which was read by Rev. J. C. Spurr. This report made appreciative and sympathetic mention of the following faithful ones who have fallen during the past year: W. T. Jelly, Mrs. John McKinnon, Mrs. Benjamin Wood, Thomas Bulman, Dr. James McLeod, Mrs. William Scott, Charles Dockendorff, Thomas Lund, Mrs. Alexander Scott, Minnie W. Robertson, Ethel Cohoon, Ella J. Scott, Mrs. John Martin, and Mrs. John S. McDonald. It will be noticed that in this report a rather marked departure has been made from the usual custom at Associations in reporting the death only of the ministers, and this change seemed to be approved by the general voice of the Association. And the idea might well be recommended to the consideration of the committees on Obituaries of the other Associations.

A very carefully prepared report touching the various phases of Sunday School work was read by Bro. Jacob Bain, but some of the things in the report did not seem to satisfy the brethren altogether. So the clause relating to the membership of our Sunday schools and one that seemed to imply an opposition between Baptist and Christian doctrine were referred back to the committee for further consideration.

The report on Missions, prepared by Rev. H. Carter, was read by Rev. W. H. Warren, and laid on the table until the evening session. During most of the afternoon the Rev. Mr. Opie, Methodist, was present, being on entering invited to a seat in the Association.

### FRIDAY EVENING.

A fifteen minute devotional service led by Rev. E. P. Calder opened the session, and struck the keynote of the evening.

The first address was by Rev. G. P. Raymond on Home Mission work. This address was a short resumé of the history of H. M. work in the Maritime Provinces. The beginning was in 1800, and by 1810 the Association which met at Granville represented 14 churches with a membership of 924. In 1815 the Association declared itself a missionary society with Revs. Crandall and Bancroft as missionaries. Soon after this the period of disintegration began, until at last there came to be eight Associations and the same number of Home Mission Boards. This was followed by the period of centraliza-

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