A GOOD CONSCIENCE.

of New York City.

You have asked me to tell you what the conscience is. In all frankness I must admit that I cannot define the word in a way that would be satis-factory to you or to myself. Theoret-ically I am in the dark about it; it is a psychological problem which has al-ways puzzled me. But practically I know a good deal about it, because on some occasions I have enjoyed its approval and on others I have suf-

fered from its reproaches.

If you ask me in like manner what is the nature of the force that draws the point of the needle to the pole I must give you the same answer. As a matter of science I know nothing about it, but as a matter of fact I am absolutely sure that it can be depend ed upon, and that if it is not interfer-

When a man tells me that he believe only what he can understand I know ed character. We constantly rely on the action of laws which we cannot explain and concerning which we have no definite idea. The farmer does not know why a meion seed should not produce a pumpkin, but he can safely rely on the fact that it never can and never will. The florist does not know how the lily manages to extract from the dull and sluggish soil both perfume and beauty of a given kind, but he never plants a hily seed with the expectation of raising roses nor dreams of geraniums when he plants a chrysanthemum. The mysteries of the universe are many, and our dependable faith is far beyond the limit of our knowledge.

I may not tell you what conscience is, and indeed I will assert that it is of small consequence whether I can do so or not, but I can safely say that it is a very important part of your per-sonality, and that it must be guard-ed with jealous care if you would be happy. Experience assures as that there is no such polgnant misery as that which is the result of self-accusation and self-condemnation, and no such inward serenity as that which follows successful resistance of temp-tation. The ideal man is not he who has never had temptations, but he who has overcome them. That is why I think that the angels who have never endured the bitterness of our earthly life, or something similar to it, are not on the high spiritual level with souls in the other world who have pass through the sorrows and hardships of this lower sphere, and been enriched, ennobled and developed by them. To be naturally pure and perfect is not so worthy of our admiration as to achieve perfection and to maintain our purity in spite of opposing forces. What is accomplished with an effort is better than what is done without it. The real saint is he who has given battle to the devil of ambition and passion and chained him to the floor, with no

hope of release. We herein find an answer to the question why there are so many trou-bles in the world and why we are tried in so many ways. As at present con-stituted, this life would be flat, stale and wholly unprofitable were it not for its hardships. A man who has nothing to resist has nothing to achieve. An easy life is spiritually a fruitless life. To give a man al he wants without demanding that he shall He is without muscle, both mer ally and morally. There are dark fight of to be fought, but from the hard dark emerges the hero. Without the fight heroism is impossible. Every transfer of disappointed hope may be a stopling stone provided the sorrow is bravely borne. Every temptation is a test of your manhood, and if courageous y rethe soul. These are strong statements, but they are magnificent truths. Manhood is made by fire. Know your destiny, repel every atto interfere with, it as you would repel a robber who would invade your home, and you have in your mind's eye a loftier character than ever was the result of comfort and

There is, therefore, work before you, work divine and Godlike. There is also victory ahead of you, for the human will strengthened by a sublime and unwavering falth can master all opposition. God and will can overcome the world and bend it to a noble purpose. Let come what will, if He kno that it is coming, and you know that He knows it, and you are sure that what you lack for either endurance or resistance will be supplied by Him, then you cannot be harmed.

St. Paul says that in order to keep

his conscience clear he was compelled to "exercise" himself. It was sometimes difficult to do right. It cost him a great deal, luxury, comfort, a great career, but it was better to bear all else if he could thereby maintain his self-respect. When a man can approve of himself he has nothing to fear. When he points the finger of scorn at himself, when he must needs call him-self a coward, a recreant, happiness files out at the window and misery enters by the door. There is nothing under the blue sky worth as much as the consciousness that you are in the right and have done what is right. Neither money nor fame can be more than insignificant contributors to your peace and contentment. As a basis for either the one or the other they are architectural folly. The heart must be clean or everything goes wrong. The conscience, your individual conscience, must smile or the whole

world will be one vast frown. Run no hazard in that matter. Honor is worth more than it costs to maintain it. Nothing counts for so much. conscience void of offence toward God and toward men.

THE D. & L. EMULSION OF COD-LIVER OIL will build you up, will make you fat and healthy. Especially beneficial to those who are "all run down." Manufactured by the Davis &

ONLY DRIFTED.

Sermon by Rev. Dr. Hepworth The First and Second of the Big Yacht Races a Fizzle.

have always a conscience void of of-tence toward God and toward men.— Shamrock or Columbia Can Do in a Piping Breeze.

> The Challenger Was Leading Slightly When the Race Was Called Off - Another At-

NEW YORK, Oct. 3.-To avoid just such winds as occurred today, in which luck and not the crew of the yachts win, the rules provided that if one of the gladiators does not finish within five and a half hours, the race shall be declared off. So at the end of the time this evening, when the yachts were still four miles from home, with the Shamrock leading by something more than a quarter of a mile, the committee officially declared that there should be no race. The yachts were then taken in town by their respective. then taken in tow by their respective tugs and brought back to their anchorage inside Sandy Hook.

Under the rules the first race is now postponed for two days, or until Thursday. The day promised well at first. The

sky was smirched with a few dirty clouds, but it was clear enough, so that the thousands of spectators who lined the Jersey shore could see almost every foot of the course. The waves were crested with white caps here and there and a fairly fresh breeze blew out of the north north-Columbia and the challenger Shamrock had crossed the line, the wind turned fluky and variable, and the race was a fizzle almost from

But the fluke today gave the yachting sharps and spectators much to think about—and some surprises.

The Columbia is undeniably the prettier boat. She is tail, stately, with graceful lines and towering mast. The Irish boat, with her broader beam, and long base line, looked slower and heavier. Perhaps her green color makes her look clumsier, as if she were forced through the water, while the slim Columbia pierces it like

Though indecisive in every respect as to the abilities of the rival single stickers, today's race indicates that the Irish boat, with her English skipper and her Scotch crew, is the ablest sloop ever sent across the Atlantic in the hope of lifting the one hundred guineas cup, which the America brought back forty-eight years ago, and which has since been successfully defended against the world.

and which has since been successfully defended against the world. During the \$1-2 hours' sail the During the \$1-2 hours' sail the Examines hoat showed the way. Rest the first ten minutes the Shamrock led. then for five minutes the Columbia, and for the present boat. For 4 minutes of the green boat. For 4 minutes clear the hast bour and a half the Shamrock led then for the Columbia, and for the last bour and a half the Shamrock led them for the columbia, and for the last bour and a half the Shamrock led the way. The breeze blew as high as tweive knots an hour, and as low the world the sail for the wind, and was in turn beat in the world in turn beat in the world in turn beat in turn beat in turn beat in turn beat in the columbia of the world in turn beat in turn beat in the columbia of the world in turn beat in turn beat in turn beat in the columbia of the world in turn beat in turn beat in turn beat in the columbia of the world in turn beat in turn beat in the columbia of the world in turn was in the columbia of the world in the columbia of the world in the columbia of the world in the superiority at legitory point of sulfar and the columbia of the world in the world in the columbia of the world in the columbia of the world in the world in the world in the world in the columbia of the world in the During the 5 1-2 hours' sail mrock was thrice ahead and twice work for it is to bring about his plin. lieve that there is a pin to choose beclosely analyzed, it is absolutely proven that the Columbia showed her superiority at every point of sailing, running, reaches and beating whenever the wind treshened, and that it was only in the lightest of airs that the Shamrock could make headway against her. Both had their share of good and bad luck. The Columbia had the better of the shifting wind on the run deep of the mark and heat

of the cup defender seem proud of the showing she made, and confident that the cup is safe.

end of Godney's Channel at 9.45. The crew began at once to hoist the mainsail. They put two battons in the leeen as it went up, and at 10.05 a.m. the yacht filled away on the starboard tack under jib and mainsail. On board the Shamrock, besides her captains, Hogarth and Wringe, there were Vice-Commodore Sharman Crawford and Hugh McGill Downey of the Royal Ulster Yacht Club, Salimaker Ratsey, Navigator Hamilton and Henry F. Lippitt, the last named representing the New York Yacht Club.

named representing the New York Yacht Club.

The Columbia, meanwhile, under jib and mainsail, on the port tack, came reaching cut for the lightship at a ten-knot clip. She passed close under the stern of the Shamrock at 10 o'clock, and stood on to the eastward. On board the Columbia, besides C. Cilver Iselin and Mrs. Iselin, besides C. Cilver Iseling that club on board the Columbia.

The wind at this time was northeast by north, blewing about twelve miles an hour. Poth yachts set their club topaslis at 10.30.

At 19.45 the committee boat, Walter Lucksenbach, in charge of fortmer Commodore S. Nicholson Lane, came to suchor a cable leugth east of Sandy Hook lightship, and mmmeliately hoisted the compass signal, D. F. J. signifying that the course would be S. W. Two minutes later the Shamrock's crew rigged their spinnaker boom out to poort, all ready to set that sail.

Promptly at 11 o'clock the preparatory signals were hoisted on the committee boat. At the same time a tug started to log off the course of fifteen miles to leeward. During the interval of fifteen milutes between the preparatory and the starting signals, the skippers of both yachts manocuvred to the northward of the starting signals, the skippers of both yachts manocuvred to the northward of the starting signals, the skippers of both yachts manocuvred to the northward of the starting signal is the balloon jib topsail was set up in stops on the Columbia's stay. The Shamrock set line she hold the west was appraching the line from the eastward and the Columbia from the west-ward. During the start was

NEW YORK, Oct. 5.—Again today the weather refused the Shamrock and Columbia the field of conflict;

again today the multitude which went world returned disappointed and not a remacy between the two great yachts is still as much an open one as before they first met, as the contest today was in some respects more of a fluke than that of Tuesday. It was a drifting match almost from the start to finish. Crossing the line with a breeze of five knots it never blew more than six, most of the time less than three and part of the time not a breath of air was stirring. After sailing four hours and 43 minutes the yachts, having covthe outer mark, the regatta committee declared the race off, as it was mani festly impossible, with the breeze the blowing, for the racers to round the stake before the time limit expired, much less to get back home again.

During the time in which the yacht were at it the wind, which carried them dead before it over the line, had hauled around, until at the finish they were beating into its teeth. While the wind held astern the Columbia steadily outfooted her rival until she was fully half a mile ahead, but in the saifting baffling winds that followed during the last three hours, with the single stickers tacking and beating and gybing to catch every streak of wind, with fortune helping one about as much as the other, the Shamrock gradually worked her way up until the race was declared off, the two boats were on even terms, Shamrock, perhaps, half a length ahead, but so close was the Yankee that Captain Barr could have thrown a biscuit to the foreigner.

The only lesson learned by the nauitcal sharps from today's trial of the abilities of the two boats is that in light weather conditions the Columbia is the superior in running and reaching and the Shamrock slightly better in beating. There has yet been no indication of what either boat can do in a piping wholesail breeze. The weather bureau promised a good strong wind for today, but the pro-

phecy was a dismal failure. It was just an ideal Indian summer day. A

heavy haze hung over sea and land, and shut off the view of the thousands waiting on the Highlands of Navesink and the Long Island shore. The sky was veiled by a gossamer of clouds, through which the sun sifted, turning the sea to gold. A vast colony of excursion boats, ocean going steamers, yachts, sidewheelers and sailing vessels gathered aroung the Sandy Hook lightship to watch the start. smoke from their stacks and the steam from their exhausts, mingled with the haze and formed a thick veil. The torpedo boats, guarding the course, threaded their way in and out through the acres of boats, warning the excurtoday in keeping the course clear. There was hardly wind enough to keep the flags fluttering. What there was was from the northwest by north from over the land. Outside of the ruck of the steamers the old cup defender Vigilant made a beautiful picture, and the old schooner America, which won the cup fifty years ago, attracted universal attention. Preparations were made aboard both yachts for the lightest airs before the start. The Columbia discarded her heavy steet topsail yard for a lighter and longer pine one, and the Shamrock sent aloft the largest club topsail ever seen on her. As soon as the committee boat had hoisted the signal letters "D. C. L." making the course 15 miles southeast by south, dead before the wind and return, a tug steam ed straight out to sea to plant the outer mark. There was some pretty manoeuvring behind the line before the start, each yacht breaking out her balloon fib and lowering her spinnaker boom as they jokeyed for position. Both got across in the smoke of the last sun, the Columbia a length ahead and in the windward berth. The wind was blowing hardly five knots. As she crossed, the Shamrock broke out spinnaker, which was in stops. The Columbia was a little slow in getting her big bellying sail out, but sixty seconds later both were on even terms, fleeing before the gentle breeze, wing and wing, spinnaker balancing mainsail and bulging balloon jib

drawing forward. The excursion boats started in pursuit, but they slowed down almost immediately and then stopped. The lazy breeze carrying the big yachts down the wind at a snails pace. For imost an hour the spectators on the scursion boats watched them drift, the Columbia steadily gained. Inch y inch she crept along. At the end its minutes several lengths of clear tater, showed between her and her tater. The bands played and a few chistles tooted. On, on, she moved intil she was fully 500 yards ahead. The himmense spread of canvas, including the balloon fib. was drawing it each yacht was aft to act as ballast, and kept the head of the yacht and kept the gentle bre-ze. The whole crew of each yacht was aft to act as ballast, and kept the head of the yacht and the great balloons of canvas forward collapsed. At the same lime the wind canted a little and the Columbia took in her spinnaker and fried reaching, leaving the balloon jib set. It was a challenge to the Shamrock on her gentle bre-ze. The whole crew of each yacht was a challenge to the Shamrock on her spinnaker and fried reaching, leaving the balloon jib set. It was a challenge to the Shamrock on her gentle bre-ze to the shamrock on her grant accepted the gauge. They went heading over toward the Long Island shore, and the Columbia took and from her balloon, and the sail itself hung limp from the stay. In a few minutes ahe took it down.

The steamship Augusta Victoria, ont-ward bound to Southampton, slowed down to let fhe passengers catch a glimpse of the centest. Then she dipped her flag and sped on. A few minutes have the contest. Then she dipped her flag and sped on. A few minutes have the contest. Then she dipped her flag and sped on. A few minutes have the contest. Then she dipped her flag and sped on the service ame on straight through the course, dipped her flag and sped on the forecastle deck to see the sight. The Columbia's men rigged out her spinnaker bound to scoons were left, Captain links who will be sounded to the contest. The she may be a supposed the flag and sped on. A few minutes later the Cumard line forecastle deck to see the sight. The Columbia's men rigged out her spinnaker beat the price of the contest. The she was consin almost an hour the spectators on the excursion boats watched them drift, The Columbia steadily gained. Inch

umbia got most of the wash from the big liner, bobbing on the huge swell and spilling much wind out of her sails. oward the outer mark. When they when the wind hauled around to the south-southeast and the racers had taken in their spinnakers to beat into it close hauled, the excursion boats puffed back to see what the yachts were doing. But for the rest of the out to see the contestants for the inter- were doing. But for the rest of the national yachting championship of the race the yachts were half the time in doldrums, with their sails flapping listlittle disgusted. The question of su- lessly. When the streaks of wind would strike them they would luff and tack and split tacks, each vainly endeavoring to get into the place where the zephyrs were crinkling the ocean. For two hours this was kept up, dur-ing which no one seemed able to tell exactly how the Shamrock drew up with her adversary. At 3.43, when it was apparent to all that the yachts could not make the outer mark, much less the finish, and when both were practically on even terms, the com-

mittee decided to call the race off. Just before the regatta committee boat hung out the balloon, the triatic stay, which declared the race off, the spectators were watching the yachts with intense interest. They had split tacks, and now the Columbia was sailing toward the Shamrock on the port tack with the evident intention of rossing her bow. The water between them grew narrower and narrower. until she was close enough to pass a line aboard. Everybody aboard the excursion fleet expected her to cross the

until she was close enough to pass a line aboard. Everybody aboard the excursion fleet expected her to cross the Shamrock's bow, but Captain Barr found it too risky, and he put his helm down and came over on the starboard tack under the Shamrock's lee. Although the Columbia had her nose in front, the challenger lapped her and held the weather guage. Just at his instant the signal went up declaring the race off, and both yachts turned about and headed for home.

The sea was a picture. All about the horizon was a tangle of masts and stacks and sails. Away off to the eastward the steamship Germanic was coming in from the Atlantic with abone in her teeth. A full rigged ship, with all royals set, was salling out to sea, while off to the westward, in the track of the excursion boats as they headed for home, the North Atlantic squadron, bound for Hampton Roads, was majestically bearing down in squadron formation line ahead. As the excursion fleet moved toward them as tream of signal flags futtered from the flagship, the cruiser New York, and the squadron changed formation, line abreast, and came on as if to annihil ate the holiday fleet. But the mob of vessels never faltered and went raching homeward, surging between the menof-war, with whistles shrieking and bands playing patriotic airs. One of the police patrol boats, flying the flags of the mayor of New York, barked out a salute of thirteen guns to Rear Admiral Sampson. The admiral roared out his response, guir for gun.

Under the rapeted he put his held the weather prevailing at that time the bload of the starboard and two minutes later the about and the weather prevailing at that time the starboard at 2.00 Columbia were gived to port at 2.20, and a few minutes later a light breeze came in on both yachts were soon close about satisfaction to be about southward. Shearboard tack. Shamrock went become the satisfaction of the bare of the following the flags out to be subject to the flags out to be subject to the flags out to be subject to the flags of the flags of the

Shamrock will race again on Saturday

LOWELL, Mass., Oct. 5.—The yacht that won the first international cup that won the first international cup was owned in Lowell by Gen. Benj. F. coming races Sir Thomas Lipton will receive a challenge from several Lowa million dollars to bring it back. There are said to be seven men interested, and they include Alfred E. Rose, who is himself a yachtsman, having under charter the steam yacht Navarch, which was for many years the flagship of the Eastern Yacht club.

TECHNICAL STORY OF THE YACHT

NEW YORK, Oct, 5.—The weather conditions during the early morning hours were decidedly more favorable for a race than those of Tuesday morning. The wind was light, from the west-southwest, and the sky cloudy when the Columbia and Shamrock, towed by the tugs Wallace Flint and James Lawrence, respectively, left their moorings in Sandy Hook Bay about 9 o'clock, and proceeded direct to Sandy Hook Lightship, hoisting their mainsails and club topsails on the way out and getting everything in readiness for a prompt start.

The Columbia cast off from ner tug at 950, the Shamrock five minutes later. Soon after the Columbia changed club topsails, setting the largest one on board and throwing overboard the steel jackyard, which had been used on the first topsail set. This jackyard was supported in the water by about 25 life preservers. It was picked up by the Lawrence and lashed on her starbeard side. A wooden club topsail spar was also thrown overboard from the Columbia, and two from the Shamrock, which were picked up by her tender.

The Columbia's sails seemed to set better than on Tuesday. She carried, as then, a cross cut mainsail, and her club topsail seemed to be the largest one she has yet carried. There were four battens in the leech of the mainsail. Just before the start she substituted a balloon forestaysail for the small one which she set on her way cut.

Besides Managing Owner C. Oliver Iselin RACE.

cut.

Besides Managing Owner C. Oliver Iselin and Mrs. Iselin, who wore a dainty yachting costume, there were on board Butler Duncan, jr., Captain Woodbury Kane, Newbury Thorne, Captain Nat Herreshoff, Herbert Leeds, Sallmaker Hatheway, and Hugh Kelly, representing 'he Royal Ulster Yacht Clib. Captain Charlie Barr steered the yacht and the crew wore white working suits, with watch caps bearing the Iselin colors.

On board the Shamrock, besides her skippers, Hogarth and Wringe, were Navigator

Columbia, 11.00.53; Shamrock, 11.01.30.

Those first ten minites after the start were anxious ones for those directly interested in the Shamrock and Columbia. From the Associated Press tug, located abeam of the two racers, it was noted that in two minutes Columbia's bowsprit began to creep rast Shamrock's how, and in ten minutes Columbia was clear ahead of the Shamrock. Both took in their staysails and jibs, so as to give the immense balloon sails plenty of draft.

So light was the wind at this time that

So light was the wind at this time that only the balloon sails seemed to be doing service for either yacht; the mainsheets hung slack in bights between the boats and the booms and the great mainsails hung flat as boards far over the starboard side of each

boards far over the starboard side of each yacht.

Mile after mile the yachts travelled slowly to the southeast, the Columbia gaining slowly but steadily sli the time. At five minutes to twelve the wind freshened a bit, canting at the same time a couple of points to the eastward. Captain Hogarth saw it first and his crew took in the spinnaker smartly, Columbia's men following suit a little later, and setting their forestaysail at the same time.

smartly, Columbia's men following suit a the same time.

Fearing that the Shamrock would try to luif out and pass him to windward, Captain Barr began to luif the Columbia. Both kept it up for fully ten minutes, until they were both heading east. Captain Hogarth kept the Shamrock's spinnaker mastheaded, with a couple of men holding it half way down the mast, ready to be sheeted out at a moment's notice, until 12.02 when he let it run down. Finally at 12.05 the Columbia, still being five hundred yards ahead, kept broad off for her course again, the Shamrock immediately following suit. The wind held in the same quarter until 12.40, the Columbia meanwhile gaining on her rival. At that time the wind backed around to the northward: the Columbia sybed, the Shamrock following two minutes later. At 1.18 the Columbia's crew sent her spinnaker out to starboard, and two minutes later the Shamrock's was set. Far away in the blue haze the outer mark was sighted at 1.15.

With the weather prevailing at that time

ster

spector has re ernmen lobster

preceding them.

Thus ended another unsatisfactory attempt to finish the thirty mile race within the time

MARRIAGES.

JOHNSTON-DAVIS—At the residence of the bride's father, by the Rev. W. H. Perry, Wilmot Johnston of Jacksonville, Carleton county, N. b., and Miss Hattle J. Davis, only daughter of Jeremiah Davis, of Hi-

only daughter of Jeremiah Davis, of Hibernia, Queeus Co.
MOFFAT-STEVENS—Sept. 27th, by the Rev.
J. A. McLein, B. A., Charles Moffat, night agent C. P. R. at McAdam, to Louise, eldest daughter of Robert H. Stevens of Patterson, Sunbury Co.

DEATHS.

CAMPBELL—At Sackville, N. B., Oct. 1, Eleanor Myrtle, daughter of Seth M. and Minnie Campbell, aged 6 months.

McALPINE—At Cambridge, Queens Co., Sept. 19th, after a long tedicus illness which he bore with Christian resignation to the will of God, John McAlpine, aged 64 years, leaving one son and one daughter, together with a large circle of relatives and friends to mourn their loss. His end was Deace. peace.

RING—At the home of her son-in-law, Robt.
R. Mitchell, Coverdale, A. Co., on Oct.
4th, after a long illness, Elizabeth Robertson Mitchell, in her 63th year, widow of
the late John H. Ring, school teacher of
this city, leaving one son and seven daughters to mourn their sad loss.
SECORD—At Long Creek, Sept. 23th, of
paralysis, Charles Secord, sr., aged 67
years.
SLAWNWHITE—At the V. G. hospital,
Halifax, Sept. 28, the beloved wife of
Daniel Slawawhite, aged 67 years.
SMITH—At Lower Jemses, on Oct. 3rd,
George W. Smith, in the 75th year of his
age.

YARMOUTH.

Sir Charles Tupper Sends an Important Telegram to the Premier.

HALIFAX. Oct. 5. - Thirty-eight years ago Sir Charles Tupper was burned in effigy in Yarmouth. Today he spoke there as the honored guest of the Agricultural Society.

Towards the conclusion of his speech he referred to the trouble in South Africa and said the Bisley competitions marksmen as good as any in the world. Canada should sent a regiment of them to assist England in obtaining for the Uitlanders their rights in the Transvaal. Today he had telegraphed Premier Laurier, telling him that he hoped he would offer to send to South Africa a body of Canadian volunteers.

PROPOSED CABINET CHANGE.

TORONTO, Oct. 5.-A report is in circulation here that it is proposed to strengthen the dominion government in Ontario by taking Hon. John Dryden of Ontario, minister of agriculture, into the cabinet, Sir Henri Joly to retire and Hon. Sydney Fisher to take the inland revenue department.

Read the SEMI-WEEKLY SUN.