

A GOOD CONSCIENCE.

Sermon by Rev. Dr. Hepworth of New York City.

(And herein do I exercise myself, to have always a conscience void of offence towards God and toward man—Acts xxiv., 16.)

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 will be satisfactory to you or to myself. Theoretically I am, in the dark about it; it is a psychological problem which has always 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 suffered 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. It is a matter of science I know nothing about it, but as a matter of fact I am absolutely sure that it can be depended upon, and that if it is not interfered with it will never deceive the mariner.

When a man tells me that he believes only what he can understand I know that he either misrepresents himself or that his belief is of the most limited character, and that he must 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 melon seed should not produce a pumpkin, but he can safely rely on the fact that it never can, and never will. The farmer 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 lily 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 in a very important part of your personality, and that it must be guarded with jealous care if you would be happy. Experience assures us that there is no such poignant misery as that which is the result of self-accusation and self-conviction, and no such inward agony as that which follows successful resistance of temptation. 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 passed through the sorrow and hardships of this lower sphere, and been enriched, emboldened 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 troubles in the world and why we are tried in so many ways. As at present constituted, this life would be the state 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. It gives a man all he wants without demanding that he shall work for it, to bring about his gain. He is without muscle, brain, morally and morally. There are hard fights to be fought, but from the hard fight heroism is impossible. Every faint-hearted disappointed hope may be a stumbling stone provided the sorrow is bravely borne. Every temptation is a test of your manhood, and it is courageous resistance which is the grandest of the soul. These are strong statements, but they are magnificent truths. Manhood is made by fire. Know your destiny, resist every attempt to interfere with it, as you would resist a robber who would invade your home, and you have in your mind's eye a lot of character that ever was the result of comfort and inaction.

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 faith can master all opposition. God will overcome the world and bend it to a noble purpose. Let come what will, if He knows 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 himself a coward, a recreant, happiness flies 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 is worth more than it costs to maintain. It is worth more than it costs to maintain. It is worth more than it costs to maintain.

ONLY DRIFTED.

The First and Second of the Big Yacht Races a Fizzle.

No Indication Yet of What Either Shamrock or Columbia Can Do in a Piping Breeze.

The Challenger Was Leading Slightly When the Race Was Called Off—Another Attempt Will be Made Tomorrow.

NEW YORK, Oct. 5.—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 the race off. The yachts were 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 coast were not disappointed 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-east, but after the American defender Columbia and the challenger Shamrock had crossed the line, the wind turned fluky and variable, and the race was a fizzle almost from the start.

But the fluke today gave the yachting sharp and spectators much to think about—and some surprises. The Columbia is undeniably the prettier boat. She is tall, stately, with graceful lines and towering masts. The Irish boat with her broad, low 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 rapier.

Though indecisive in every respect as to the abilities of the rival singlestickers, today's race indicates that the Irish boat, with her English skipper and her Scotch crew, is the sloop ever sent across the Atlantic in the hope of lifting the one hundred guinea cup, which the America brought back forty-eight years ago, and which has since been successfully defended against the world. During the 5-1/2 hours' sail the Shamrock was three ahead and twice the Yankee boat showed the way. For the first ten minutes the Shamrock led, for five minutes the Columbia's graceful bow showed ahead of the green boat. For 45 minutes following the Shamrock led, then for three hours the Columbia, and for the last hour and a half the Shamrock led the way. The breeze blew as high as twelve knots an hour, and as low as three, and shifted about through eight points of the compass. Each in turn beat the other steady before the wind, and was in turn beaten by the other beating against the wind at the various stages of the race, so that many of the experts who saw the boats all day are disinclined to believe that there is a pin to choose between them. But when the race is closely analyzed, it is absolutely proven that the Columbia showed her superiority at every point of sailing, running, reaching and beating, whenever the wind freshened, 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 starting wind on the run down to the mark and beat the Shamrock 2 minutes and 44 seconds, while on the beat home, after increasing her lead to over 4 miles at one time, the Shamrock outdistanced the Yankee and was a quarter of a mile ahead when the time allowance expired.

The feature of the race which pleased everybody most was the perfectly clear field which was maintained. For the first time this year the government took a hand to prevent a repetition of the unfortunate occurrence which marred the race when the accompanying excursion boats, in their frenzied eagerness to let nothing of the beautiful spectacle escape, crowded down upon the racers until their backwash impeded the yachts' progress through the water and caused Lord Dunsraven to file his famous protest. The government was determined this year that the course should be protected against unofficial trespassers. A flotilla of revenue cutters and swift torpedo boats, flying red-berthed white flags, guarded the course, kept excursion steamers, yachts and tugs at a perfectly safe distance from the canvas-clad racers.

On the way down they maintained two parallel lines, a mile apart, two line fences, through which not one of the pushing, crowding feet of excursion vessels were permitted to poke their nose. The broad, expansive sea inside, without wash or swell, was left clear and free for the manoeuvring of the gladiators. On the way back the patrol vessels were equally efficient. When the yachts were on the starboard tack, the torpedo boats were in the column on the same course, and the revenue cutters abreast, behind the yachts, thus forming a right angle in the hollow of which the yachts moved without embarrassment. When the yachts changed course each vessel of the patrol fleet changed with it, simply altering the direction of the moving angle and keeping the excursion boats fenced off. It was only toward the close, when the hope of finishing the race was given up, that the excursion boats crowded about the end of the patrol lines, many of them making straight for home.

Taken altogether, there could not have been a more unsatisfactory race, and yet as a result of it, the friends

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

NEW YORK, Oct. 5.—The Shamrock, owned by the tug Lawrence, was the first of the two to leave Sandy Hook Bay. She arrived at the whistling buoy off the east end of Godfrey's Channel at 5:45. The crew beat out in the morning. The Shamrock put two tugs in the lead as it went up, and the Columbia followed. On board the Shamrock, besides her captain, were the following: Captain H. H. Lawrence, Vice-Commander Sherman Crawford and Hugh McGill Downey of the Royal Ulster Yacht Club, Salomon H. H. Lawrence, Hamilton and Henry F. Lippitt, the last named representing the New York Yacht Club.

The Columbia, meanwhile, under Jib and mizzen, made port tack, came reaching out for the lightship at a ten-knot clip. She passed close under the stern of the Shamrock, and then, under the starboard, she was on the eastward. On board the Columbia, besides her captain, were the following: Captain Nat Herreshoff, Wm. B. Duncan, Jr., Captain Woodbury Kane, Herbert Lead, Newbury, Thurston and Hugh Kelly, secretary of the Royal Ulster Yacht Club, representing the same club.

The wind at this time was northeast by north, blowing about twelve miles an hour. Both yachts set their club topsails at 10:30. At 10:45 the committee boat, Walter Lickenbach, in charge of the race, came aboard the Shamrock to anchor a cable length east of Sandy Hook lightship, and at 11:00 the signal was given for the start. At 11:05 the Shamrock started, and the Columbia followed. The Shamrock was on the starboard tack, and the Columbia on the port. The Shamrock was on the starboard tack, and the Columbia on the port. The Shamrock was on the starboard tack, and the Columbia on the port.

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ing sails, there was little to choose between the two. The Shamrock was on the starboard tack, and the Columbia on the port. The Shamrock was on the starboard tack, and the Columbia on the port. The Shamrock was on the starboard tack, and the Columbia on the port.

NEW YORK, Oct. 5.—Again today the weather refused the Shamrock and Columbia the field of conflict; again today the multitude which thronged to see the contestants for the international yachting championship of the world returned disappointed and not a little disgusted. The question of supremacy between the two great yachts is still as much in doubt as before they first met, as the contest today was in some respects more of a fizzle than that of Tuesday. It was a drifting match almost from the start to finish. Crossing the line with a breeze of five knots, the Shamrock was on the starboard tack, and the Columbia on the port. The Shamrock was on the starboard tack, and the Columbia on the port.

During the time in which the yachts were at it the wind, which carried them dead before it over the line, had hauled around, until at the finish they were on the starboard tack, and the Columbia on the port. The Shamrock was on the starboard tack, and the Columbia on the port. The Shamrock was on the starboard tack, and the Columbia on the port.

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umbia got most of the wash from the back and split tacks, each vainly endeavoring to get into the place where the sephyras were crinkling the ocean. For two hours this was kept up, during which no one seemed able to tell exactly how the Shamrock drew up on her adversary. At 2:45, 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 committee decided to call the race off.

Just before the regatta committee boat hung out the balloon, the tripartite stay, which declared the race off, the spectators were watching the yachts with intense interest. They had split coasting and now the Columbia was sailing toward the Shamrock on the port tack with the evident intention of crossing her bow. The water between them grew narrower and narrower, until they were close enough to pass a line abreast. 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 side. The Columbia had her nose in front, the challenger lapped her head and the weather gauge. Just at that 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 stocks and sails. Away off to the eastward the steamship Germania was visible in front of the North Atlantic, with a bone in her teeth. A full rigged ship, with all royal set, was sailing out to sea, while off to the westward, in the track of the excursion boats was the mainmast of the Columbia. The Columbia was on the starboard tack, and the Shamrock on the port. The Columbia was on the starboard tack, and the Shamrock on the port.

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boom while they were approaching the line, the sail and broke it out in ten seconds. The Columbia had the better of the start. The official time of the start was: Columbia, 11:05.33; Shamrock, 11:01.50.

Those first ten minutes after the start were anxious ones for the directly interested in the Shamrock and Columbia. The Associated Press tug, located abeam of the two racers, it was noted that ten minutes Columbia's bowsprit began to creep into the Shamrock's. Both took in their staysails and jibs, so as to give the immense hulls manly character.

So tight was the wind at this time that only the balloon sails remained in the service for either yacht; the mainsheets hung slack in water between the boats and the great mainsails hung flat at boards far over the starboard side of each yacht.

Mile after mile the yachts travelled slowly to the southward, the Columbia gaining slowly but steadily all the time. At five minutes to twelve the wind freshened a little, and at the same time a couple of points to the eastward. Captain Hogarth saw it first, and his crew took in the staysails and jibs, and setting their forestaysail at a moment's notice, until 12:02, when he let it run down. Finally at 12:08 the Columbia still being five minutes ahead, she beat broad off for her course again, the Shamrock following her. The Shamrock was held in the same quarter until 12:40, the Columbia meanwhile gaining on her rival. At that time the Columbia was on the starboard tack, and the Shamrock on the port. The Columbia was on the starboard tack, and the Shamrock on the port.

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MARRIAGES.

JOHNSTON-DAVIS—At the residence of the bride's father, the Rev. H. Perry Wilmet, Johnston of Jacksonville, Carolina county, N. C., and Miss Hattie J. Davis, only daughter of Jeremiah Davis, of Brunswick, Georgia.

J. A. McLean, B. A., Charles Moffat, agent, C. P. R., at McAdams, or Louise, of the latter's father, H. Stevens of Farnborough, Surrey Co.

DEATHS.

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

MALPINE—At Cambridge, Queens Co., Sept. 19th, after a long tedious illness which he bore without flinching, the late Mr. John G. Malpine, aged 64 years, leaving one son and seven daughters to mourn their loss. His end was peaceful.

RING—At the home of her son-in-law, Robert R. Mitchell, overland, Co., N. B., after a long illness, Elizabeth Robert Mitchell, in her 86th year, widow of the late John Ring, leaving one son and seven daughters to mourn their loss. Her end was peaceful.

SLAUNWHITE—At the V. G. hospital, Halifax, Sept. 28, the beloved wife of the late John Slawwhite, leaving one son and seven daughters to mourn their loss. Her end was peaceful.

SMITH—At Lower Juniper, 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 British competitors showed Canadian riflemen to be marksmen as good as any in the world. Canada should send 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 resign and Hon. Sydney Fisher to take the inland revenue department.