

# Religious Intelligencer.

THAT GOD IN ALL THINGS MAY BE GLORIFIED THROUGH CHRIST.—Peter

FREDERICTON N. B. MAY 29 1901

WHOLE No 2504

## OVER THE SEA

No. VI.

The streets of London have an interesting and fascinating character, and large as is the city, and as its suburbs, it is not difficult to find one's way about. In the American cities, there are no lines or street cars of any kind seen, especially in the quiet or "portions" of the city. If you wish to be conveyed from one place to another you must call a cab or take a seat in one of the omnibuses, which are the principal means of travel. The "buses" are great double-decked vehicles, accommodating twenty persons, twelve inside and fourteen on the garden-seats on the roof, which reach by a very narrow stair at the rear of the bus. You think they are horrid the first day or two, but you soon learn to take a seat on top, but this fear passes off as you become sufficiently English to think the ride outside delightful. The elevated certainly gives one a new view; besides the inside is heated and stuffy in summer, as the ventilation is not good. We had no rain during our stay in London, which is much to the pleasure of riding.

It is said that more than ten thousand cabs and thirteen hundred omnibuses are busy in the streets, all day long, and a very large number of cabs are in the tramcars, which run on the tracks of the city, have all night service on several lines. The tramcars are also double decked, and are drawn by two or four horses. The "buses" are drawn by two horses, and pass up one side of the street, and another down the other side. Each bus is in charge of two drivers, the driver occupying a seat in front of him on the front upper deck, and the conductor selling tickets and collecting fares. Each line has a prescribed route, and you can get transfers from one line to another, as may be done upon the street lines in this country. The service is very slow, however, and many of the streets being narrow blockades occur. When you start you have no assurance of the time you will reach your destination. That will depend upon the traffic in the streets. The whole system seems antiquated, and the English people tell you, and singly too, that these buses are the worst conveyance, and that the elevated and street lines of modern American cities could not be utilized in a great city like London. Of course one could doubt the sincerity and conservatism of a truly Englishman, but still we know that our street railroads and general railroad system is in advance of the European system. Our telephone system and street railroads are conveniences as yet undiscovered by the masses in London and Paris; but, in London they are adopted under the ground Electric Railroads, and at the present time a number of lines are in process of construction. The old system of underground ways in London is smoky and filthy. There are two kinds of cabs, the two-wheeler or Hansom, on which the driver is perched on a seat behind the vehicle, and you pass him his fare through a trap-door in the top of the carriage, for he does not come down, and you cannot reach him conveniently after getting out of the carriage; and the old-fashioned four-wheeled coach, called by some a "growler," which are much slower than the Hansom, and the only way of communicating with the driver is by leaning out of the window. There are also large four-horse coaches much patronized by tourists. We found the women, as a rule, civil and obliging.

The buildings of London are mostly four to six stories high. Of course, there are higher buildings, but as high as may be seen in Boston and New York. There are several thousand miles of streets, lanes and courts, many of them consisting of rows of private houses, many others very narrow and poverty stricken, but nearly all the main lines of thoroughfare, through which the great bulk of the traffic passes, are lined with shops displaying articles of every conceivable variety. Window parade is one of the great attractions of London. Some of the most magnificent places of business to be found in the known world are in the great West End and city

stores. It seems like one vast retail market. In some parts the shopkeepers are supplemented by small traders who line the streets with stalls on which are displayed almost every article which is wanted by the working classes. A noticeable feature is the substantial character of the goods, and the apparent honesty of the salesmen. The West End Stores are very expensive. Really, the same articles or equally as good can be bought at Cheapside, or at Whiteleys, and at stores on Oxford St., or Tottenham Court Road, at one-quarter or one-eighth less. In the more fashionable stores the rents are high and the service far more expensive. You find all the saleswomen dressed in black satin with a sweep of ten or twelve inches to their skirts, and the ladies departments carpeted with the most beautiful carpets. The dry goods stores, or I should say draper shops, close Saturday afternoons. I am quite prepared now to substitute Draper Shop for Dry Goods Store after a little experience in the great city. We had already visited many of the stores, and had done some buying, but had reserved one day for shopping. Before setting out in the morning I said to some ladies at our boarding place that I intended to spend the day shopping, and asked them what dry goods stores they would recommend as reliable, and reasonable in price. They very pleasantly said, "You want to visit dry goods stores," but at the same time seemed confounded. I, of course, noticed this, but went on to say that it was utterly impossible to go sight seeing and shopping the same day, so I had just reserved this day for shopping. They looked from one to the other, and one said, "I'll ask Mrs. B." (the proprietress). She came in very graciously and asked what information I wanted; so I asked her to recommend a dry goods store, etc. Much to my surprise she seemed quite as much confused as the other ladies, which was a mystery to me, for I certainly thought every English-speaking person knew what a dry goods store meant. Finally she asked, "What do you want to buy?" I began to name the articles I wished to purchase. With a sigh of relief she said, "It is a draper shop you wish to visit." I was given full information, which proved satisfactory in every way, but we had to laugh over the little incident, and I explained to her that many words were differently used in our country. If you should ask in the stores to be shown to the elevator they would stare at you, for English people never say elevator, it is "the lift," with them. On the trains you never hear Conductor, it is Guard. These and many other words seemed very strange to us at first, but one comes into such changes surprisingly quick.

We spent one evening at a grand Bazaar opened by the Princess Alexandra. No Bazaar nor Exhibition in London can be counted on as a success unless it is patronized by the Royalty. There must be a touch of Royalty to make any public function popular. The English taste demands it.

We spent an interesting day at Royal Windsor. The Queen was not in residence at that time, so we were shown through the Royal Apartments, having obtained passes from the Lord Chamberlain. Words are inadequate to discuss the grandeur of these apartments, the gorgeous Throne Room with its chair of carved ivory and crimson plush, the Waterloo Chamber, the Presence Chamber and the magnificent Grand Reception Room. We were also shown through St. George's Chapel, where the funeral service of our beloved Queen Victoria has since been held, and Albert Chapel where her body was kept under guard till it was conveyed to the superb Mausoleum at Frogmore. Windsor is 21 miles from London on the Thames. Henry Beauchamp, the successor of William Rufus, was the first sovereign to make Windsor a Royal residence. Edward of Windsor, Hero of Cressy, dedicated England to St. George, and built the chapel of St. George at Windsor, but the chapel has been enlarged by many monarchs. Edward of York almost wholly rebuilt it in atonement for his multitude of grievous sins. The surroundings of the Castle are charming. The Home Park reserved for the use of the Royal Family and their guests; and open to the public is the Great

Park with its unsurpassed beauties of nature, and its famous Long Walk—the longest avenue of trees in the Kingdom. We also visited Eton College, which is only a short drive from Windsor Station. We were shown through the grand old Chapel in connection with the college. I think we were told that the chapel dates from the thirteenth century. We went out to Windsor by train and returned by steamer, through the Locks. Passing through the Locks was a novel experience to our party which we all greatly enjoyed. The steamers are for passengers only. There is a small saloon down stairs and part of the deck is protected by an awning. The banks of the river are dotted with villas, and castles large and small. The river is narrow as well as winding and at some places there scarcely seemed to be sailing room, with summer Boat Houses and white-sailed pleasure boats, canoes and steam yachts. The scene was beautiful. It was a perfect June evening, and over all a sky as blue as ever was Italian sky. We reached the city at 8:30 p. m., and were thoroughly delighted with our day's outing.

Another day was spent in the country at Ryegate and vicinity. We went by train to Ryegate, and there secured a carriage and driver and drove to Lady Henry Somerset's Home for inebriate women. We were kindly received, and after registering, were shown through the cottages, and work houses and gardens. Here we found women engaged in all kinds of work, from gardening and farming to the finest and most beautiful fancy work. Some were spinning on the little old fashioned flax-wheels. These wheels are just like those we see in this country that were brought over with the Loyalists. I had never seen them in use before, and I was delighted when one of the women gave me a piece of flax as a souvenir. Duxhurst is an immense estate and the work is done entirely by these women. In the gardens they make a specialty of small fruits and flowers, and such beautiful flowers I never before had seen. As we drove away each was the possessor of a handsome bouquet. This drive was one of the most enjoyable of our trip. Such cozy little cottages, with thatched roofs, and climbing roses on all sides. Every cottage, no matter how small, all through that country, had a pretty flower plot, and very ordinary gateways were arched with yellow and crimson roses. England is truly the land of roses.

## ABOUT A BONE.

Says the Presbyterian Witness: Why not let the good lady's bones rest? Is there a lady in all the land that would give a fore-arm bone to be carried about the world as a charm and a wonder? In its time and place that bone was doubtless not only very useful but also comely. But they took it from Palestine to France and from France to Canada, and now they have taken it to the cotton-spinning place, Fall River, Massachusetts. An immense gathering of devout people awaited the coming of the arm-bone last Sunday. It was brought by Father Knapp. Bishop Matthew Harkins proved that the bone was perfectly genuine the real fore-arm bone of St. Anne. Father Knapp preached on the bone. Some of the people were permitted to look at the casket containing the bone. Hundreds of priests assembled to do honor to St. Anne who was represented by the bone. The ceremonies in honor of the bone were continued Monday and Tuesday. St. Anne lived, say, nearly 2000 years ago. She died and was buried like other people, and her flesh and bones mingled with the dust ages ago. How this bone escaped the common lot of human bones we have not heard. But here are religious teachers persuading not unsuccessfully multitudes of people that this thing is genuine.

CARNEGIE'S LATEST.—Andrew Carnegie's latest gift is one of \$10,000,000 to promote education in connection with four Scotch Universities. The beneficiaries are all to be of Scotch birth. The mode in which the two millions are to be expended is not yet defined.

## Woman's Foreign Missionary Society.

"Rise up ye women that are at ease. Isaiah 32: 9.

[All contributions for this column should be addressed to Mrs. Jos. McLeod, Fredericton.]

## A MISSIONARY FAMILY.

Writing of the missionaries in the Free Baptist India field, Dr. Shirley Smith, the latest addition to the mission force, says of Mrs. Phillips, senr. widow of Dr. Jeremiah Phillips: "Beside participating in all this missionary work she has brought up a family of thirteen children, nearly, or quite, all of whom have had a college education, six of whom have been, or are now, missionaries in our own field—two grandchildren are now the wives of missionaries of other missions in India. Mrs. Phillips is now the oldest missionary in all of India—and though she can no longer take part in the active work of the mission—her influence is still felt and will continue to be as long as she is allowed to remain with us—and even after she has gone out into the great beyond."

## WORK IN JAPAN.

In a recent address by Miss Deyo, a Presbyterian missionary from Japan, she spoke of the great need of Christian instruction in that country, "The wonderful strides in civilization and political influence made in Japan in the last few years," she said, "have blinded many to the fact that it needs Christianizing more than ever. They have a fine railroad system, education is compulsory, and schools of the best grade are numerous, and their postal service is superior to ours. But these are not Christianity, and the moral condition of Japan is appallingly low. Lying and licentiousness are more general there than anywhere else in the world. Their young men are so dissipated that the wiser statesmen are asking how to remedy the evil."

## A SURE TEST.

Probably there is no greater test of our true religion than our behavior in giving. How few, comparatively, give in proportion to their income! How few give systematically! How few have learned the joy and luxury of giving so that they abound therein! This arises partly because they do not realize that they are the stewards of God's property, and that he expects them to devote all they own to him, keeping back only a necessary percentage for themselves and their families, as a steward might who was farming an estate for his absent master. And partly it arises from mistrust of God, and the fear that some day there may be a sudden falling off of supplies. Oh, that each reader would consider that all is God's and begin by always giving a certain proportion of every pound, so as to be sure of not robbing God of his own! Pray day and night that you may abound in this grace also, and then, in faith that God is answering your prayer, begin to do violence to your churlish, niggard nature. What though it protest—give!—F. B. Meyer.

TITHES PAYING.—Says the Woman's Missionary Record: We read that the Jews never counted their alms-giving a part of their tithing. Yet alms-giving was always a sacred duty with them. This, however, could not begin until the tithes were provided for. Their charities must be taken out of the nine-tenths of their incomes, not out of the Lord's one-tenth.

THEY TALK.—Someone says: The women just get together in their mission societies and talk. Yes, thank God for their mission talking. They talk and talk and then they do something. Talk is a great power.

The Liquor Dealers, great and small, have good cause to exult, as they appear to do, in the inconsistency and inconstancy of Temperance people. Party spirit comes first, so very often. But we can testify that there are not a few Temperance stalwarts who will never shrink to vote for the right man in Municipal, local, or general elections. —Pres. Witness.

## SOUTH AFRICAN NOTES

Lieut.-Col. Steele leaves for South Africa this week to assume command of the South African Constabulary in the Petersburg district. He will have 2,000 men under him.

The Canadian Military Gazette says: It will be learned with pleasure by all those who served for the empire's cause in South Africa that in all probability they will receive the imperial star, in addition to the regular British war medal. The idea originated in Cape Colony, and has been taken up with zest in all of the 14 separate countries which were represented in the fighting line. All the colonies will contribute towards the cost.

Telegrams from Boer sources at Brussels and The Hague confirm the reports that Mrs. Botha, wife of the Boer commandant-general, who is now en route to Europe, is entrusted with an important mission, but information as to its inception or object is refused.

Many Boers continue to surrender. The prospect of an early settlement is good.

The British Engineers are protecting the railway routes by a series of block-houses which are extremely cheap and effective.

A writer who was with the Boers during all the serious fighting, says that they were extremely fanatical and quite superstitious. They saw angel generals and angel armies destroy the British. After the surrender of Bloemfontein this belief became rather weak, and, as a new incentive, Paul Kruger plainly preached a holy war, promising eternal life to all who fell. At the same time the story was circulated that about ten years previously a young man in the Transvaal had had an inspired vision. He saw the British and Boers engaged in a fearful war. After much fighting, with changing fortune, it appeared the Boers would lose the war. Finally he saw great bodies of troops and burghers, from opposite directions, moving towards a place called "Verkeerde Viel," where a great battle was fought, ending in the total destruction of the British. This was the last battle of the visionary war. The story went that a very religious woman, after much prayer, had been blessed with an inspired dream exactly the same as above, only a few days before the re-organization in Kroonstad at the end of March, 1900 and again the name of the great battle field was "Verkeerde Viel." This took root, and was heard on all sides, especially among our older men, and I have every reason to know they really believed it. It was the subject for daily consolation, although where "Verkeerde Viel" was, or when or how the battle was to be fought were questions enveloped in the most absolute mystery.

JOURNALISM.—A noble ideal of journalism was given by Mr. Whitelaw Reid of the New York Tribune, in a lecture three weeks ago before the Yale University students. It is a pity all newspaper men have not the same ideals. It would mean much to the world if they had. "In these days, when a newspaper office is sometimes sold with its staff, like a livery stable with its stock; when some editorial writers pass freely from an administration to an opposition paper, or from a protective tariff to a free trade one, without the drooping of an eyelid, or a sign that they consider the change more important than that of the bricklayer who passes from work on a church to work on a dance hall or liquor saloon, it is good to remember editors of another kind. . . . I know well enough how prevalent now is a contrary view of editorial ethics—especially in the large cities and among subordinates at least of some of the most popular and widely read newspapers. 'Yes, that is exactly the opposite of what I used to write on The Clarion,' I have heard more than one bright man say. 'But what would you have? I must furnish what I can find a market for.' Gentlemen and scholars of Yale I feel sure that, like Dr. Johnson in a similar case, you will not recognize that necessity. The man might at least have dug potatoes and remained respectable. There is no law compelling you to write editorials you do not believe in, no order of court that may be construed into permitting you to attempt making the worse appear the better reason; and there is still in the mind of every honest educated man a wholesome loathing for that leprous form of modern degeneracy, the intellectual prostitute."

## PARLIAMENT.

MONDAY.—A motion to provide for the appointment of a second inspector of penitentiaries at \$2,600 per annum was made by the Premier.

Sir Wilfrid Laurier, in introducing the motion for an increased sessional indemnity said that under no conditions, however long a session might be, would he consent to an extra grant if the \$1,500 was passed.

The resolution passed. The house went into supply and supplementary estimates for canals were considered.

The consideration of the public works estimates followed.

TUESDAY.—The public works estimates passed.

One item of \$200,000 was voted for dredging in the maritime provinces.

The estimates were all finished with a few exceptions.

Mr. Haggart asked if it were true that the premier of Newfoundland had arranged with the Canadian government to enter into a treaty with the United States without Canadian interference.

WEDNESDAY.—R. L. Borden moved that the house place on record its opinion that the expenditure for the year ending June 30, 1902, is unwise and extravagant, and that the house desires to place on record its regret that such extravagance should govern the policy of the government.

The amendment was lost, 51 yeas, to 101 nays.

The senate sat afternoon and evening today and passed all business submitted to their consideration, including government measures.

THURSDAY.—At three o'clock this afternoon Lord Minto prorogued parliament. There was the usual display peculiar to the closing of parliament.

## LITERARY NOTES

Wheat speculation, love and business are the motives of a serial story by Merwin Webster, authors of The Short Line War, which will be begun in The Saturday Evening Post of May 25. Ex-President Cleveland will contribute to the June 1st issue of the Post a paper on The Waste of Public Money.

The Quarterly Review article on "The Character of the Queen" will be reprinted in The Living Age for May 25 and June 1. The London correspondent of The New York Tribune cables that there is almost as much speculation as to its author as there has been regarding "An Englishwoman's Love Letters." The two numbers of The Living Age containing the article will be mailed postpaid, for twenty five cents.

Boys or girls with weak hearts are not just the ones to enjoy the "Bridge-Builders" article in the May St. Nicholas. The dim and perilous heights frequented by the workmen on the new Brooklyn Bridge, as a matter of daily routine, are appalling to the imagination. An ingenious bicycle lamp, devised by a sailor lad, is the theme of "A Young Inventor." The reader will be surprised to learn what progress has been made of late years, in the breeding and training of carrier pigeons, which now make little or nothing of a flight of five hundred miles a day. There are other stories, and a flock of verses, some of them illustrative.

A chapter from one of the most remarkable of recorded human experiences, appears in McClure's Magazine for May—Captain Alfred Dreyfus's Own Story of his arrest, degradation and transportation to Devil's Isle. To this story is added a portion of the Diary kept by Dreyfus on the island, for his wife. Dreyfus was compelled to undergo on Devil's Isle every ignominy and hardship his jailers could devise. The book from which this document is taken, containing the story of Dreyfus's entire five years of suffering and imprisonment, is to be published by McClure, Phillips & Co. in May.

There is probably no one to-day living who knew Henry Ward Beecher in a more intimate way than did the man who married his daughter,—the Rev. Samuel Scoville. The Sunday School Times has secured from Mr. Scoville four reminiscence articles on the family life and personality of the great preacher. The series opens in the issue of May 18. The papers to follow will deal with the Brooklyn life of the preacher, will give amusing and instructive glimpses of his personal correspondence, and will close with "What Made Mr. Beecher a Great Man."

MISS EVA BOOTH, the Canadian Commissioner of the Salvation Army, who has been seriously ill for about two months, is now making rapid progress towards recovery.