

ALL LOST SAVE TWO

Twelve Drowned in the Foundering of the Baltimore.

CAPTAIN AND WIFE ARE DEAD

Heavy Loss to Shipping on the Great Lakes—Tale of One of the Survivors.

East Tawas, Mich., May 25.—The wooden steamer Baltimore foundered in Lake Huron near Au Sable yesterday morning and twelve of her crew of fourteen were drowned. Two men were washed out in the lake for several hours, lashed to a piece of wreckage, and were finally picked up by the tug Columbia and brought in here. George McDonald, a deck hand, one of the rescued, went crazy from his experience. The other survivor, Thomas Murphy of Milwaukee, second engineer, was able to tell the story of the disaster.

OFF TO WASHINGTON

President and Mrs. McKinley Set Out From San Francisco.

THE LADY'S COMFORT SECURED

Program of the Trip From the Golden Gate to the National Capital.

San Francisco, May 25.—President McKinley, accompanied by his wife and members of his cabinet, started for Washington at 10 a. m. to-day. Special precautions were taken to prevent any annoyance while the president and his wife were being driven to the ferry. Their carriage was taken to Oakland on a special boat.

Story of the Disaster.

"We were bound from Lorain to Sault Ste. Marie," Mr. McDonald had in tow a large steam drill and saw. When off Thunder Bay Thursday night Captain Place saw the steamer was making bad weather, for the waves had smashed in the engineer's quarters and the washrooms and the water was running into the hold.

Accident to the Columbia.

The tug Columbia lost a drill scow with six men on board just before she picked up the men from the Baltimore. The Columbia went out again in the afternoon and this time she was successful. The men were taken off in the scow and they were badly frightened, as the scow had neither boat nor life preservers. The scow was then towed in here. The scow with timber was not recovered and it is thought that it went ashore.

MACHINISTS TO STAY OUT

NO EARLY SETTLEMENT PROBABLE

Some Manufacturers Advocate a War of Extermination.

New York, May 25.—There is little hope of an immediate settlement of the machinists' strike. Eastern manufacturers, representing the most important metal trades concerns in New York, New England and New Jersey, met yesterday at the Astor house in secret conclave. They decided to make no concessions and there probably will be no material change in the situation before next Tuesday. On that day the advisory council of the National Metal Trades' association has been called in session in Chicago to discuss the situation before the strike.

PAY ON RAILROADS

Recommendation to Be Made by President O'Connell.

Washington, May 25.—President James O'Connell of the International Association of Machinists announced yesterday that he would recommend to the next international convention of machinists at Toronto, beginning June 4, that a date be set for a nine-hour day without a reduction in wages on all the railroads of the country. On railroads which fail to comply with the demand, a strike should be ordered. This recommendation will be made in Mr. O'Connell's annual report.

BROOKINGS WON

College Athletic Contest Completed

Next Meeting at Huron.

Special to The Journal. 25.—The college athletic contests were finished just before noon to-day, the last events being put over on account of bad weather yesterday. The following were the events of this morning:

100-yard dash: Won by Johnson of Mitchell; Dodge and McLean of Brookings, second and third; time, 10 2-5.

200-yard hurdle: Won by Slade of Yankton; Kingsbury of Mitchell, second; Detrich of Yankton, third; time, 27 4-5.

Broad jump: Won by Slade; Madden and Mathews of Brookings, second and third; distance, 40 1-2 feet.

40-yard dash: Won by Hayter of Brookings; Kingsbury of Mitchell, second; Hoard of Yankton, third; time, 50 1-2.

Discus throw: Won by Miller of Mitchell; Johnson of Brookings, second; distance, 96 feet.

Yankton won the relay race, Brookings second and Mitchell third. This closed the contest. In the total points of the meet, Brookings wins, first place with 65 points; Yankton is second with 61 2-3; Mitchell, third, with 51 2-3.

The business meeting of the association was held this morning and the by-laws were changed, taking the permanent location of the athletic meet away from Mitchell, and it will be passed around among the college towns. The next meet will be held at Huron, as will also the annual banquet, taking the permanent location of the athletic meet away from Mitchell, and it will be passed around among the college towns.

HOOD'S SARSAPARILLA

Has won success far beyond the effect of advertising only.

The true secret of its wonderful popularity is explained, entirely and only, by its unapproachable Merit.

Based upon a prescription which cured people considered incurable, which accomplished wonders astonishing to the medical profession.

HOOD'S SARSAPARILLA

Includes the concentrated values of the best-known vegetable remedies, united by such an original and peculiar combination, proportion and process as to secure curative power peculiar to itself.

HOOD'S SARSAPARILLA

Is a thoroughly good medicine. Begin taking it TODAY. Get HOOD'S.

THE NORTHWEST AND THE ORIENT

How the Problem of Turning Trade into Its Natural Channels Is Brought Nearer Solution by Recent Transportation Activities.

He who would read the idea that has inspired the eventful activities of James J. Hill, during the past twelve months, should begin with the following statistical exhibit, which is almost sensational in its significance in regard to the trade relations of the northwest with the Orient:

EXHIBIT A. Total imports of the United States from Asia-Oceania for the fiscal year ending June 30, 1900. Imports via Puget Sound and Oregon, \$174,453,438. Percentage entering via the northwest, \$959,550, 5 per cent.

EXHIBIT B. Total exports of the United States to Asia-Oceania for the fiscal year ending June 30, 1900. Exports via Puget Sound and Oregon, \$108,305,082. Percentage going via the northwest, \$26,247,251, 24 per cent.

EXHIBIT C. Total United States imports and exports with Asia-Oceania for fiscal year ending June 30, 1899. Same for 1900. Trade total via the northwest, 1899, \$282,000,000. Same, 1900, \$35,000,000. Percentage via northwest, 1899, 15.5 per cent. Percentage via northwest, 1900, 12.4 per cent.

HILL PLAN AND CAMPAIGN

Such was the condition which, at the close of the past fiscal year confronted the northwest and the Northern roads: A trade volume of \$280,000,000 passing between the United States and the Orient, and only 12 per cent via Puget Sound and the northwest, the natural channel and gateway! Something like 75 per cent of the exports and 95 per cent of the imports passing around us and leaving the northwest out in the commercial cold, and the great bulk of it actually going in and out via Atlantic ports! Chicago, St. Louis and the Mississippi valley sending their hard-earned and actually secured last year only 5 per cent of the imports and only 24 per cent of the exports of this country in that trade, is enough to arouse the business interests of this northwestern empire, one would think, to swift and earnest accomplishment.

To get hold of the freight to and from the Orient. To change the Oriental trade route from the Atlantic to the Pacific ocean.

To make the northwest Asia's base of supply for grain, cotton and provisions.

To make the great central west the market for Oriental goods.

To secure ocean transportation adequate to the rail capacity and industrial resources of a northwestern-Oriental commerce.

The construction of a great lakes steamship line connecting Duluth with the east.

The control and co-operation of the Northern Pacific in the labor of changing the trade channel to the Orient from the Atlantic to the direct short-cut across Pacific.

The control and co-operation of the Burlington so as to command access to the territory wherein originate the exports to the Orient and obtain an adequate western market for the exports from the Orient.

In short, the work of Mr. Hill during 1900-1 has been the herculean campaign to link the Orient by short-cut with the Mississippi valley and thence with the Atlantic, and thereby revolutionize and reorganize the international trade map of Asia and America. He has set out to erase the traffic route around the Horn and draw a new line from China straight to the heart of the American continent, and thereby reduce the time and distance between the markets of the Orient and Occident 75 per cent. He would dig up the old roundabout trade channels which followed the wooden barks and random breezes of the eighteenth century, and give us a new trade channel laid down on the modern engineering principle of the twentieth century—the simple geometrical axiom recognized even by the bee and the crow, that the shortest distance between two points is a straight line.

When the engineers took to Peter of Russia a proposed route shaped like a garter-snake, that magnate placed a straight-edge on the map and drew a straight line from Moscow to St. Petersburg, and said to the engineers: "Here, make this."

James J. Hill studied the ancient globe-circling zigzags to Asia around the Horn, or Suez, and New York, and, having drawn a straight line from the great lakes to yellow sea, says:

"The ancient custom of circumnavigating the globe via three oceans and the antarctic circle to reach China will not handle modern trade. Asia is due west, and the west is now open for business. The westward traffic route of the star of empire is via Puget Sound instead of Patagonia or the Red Sea."

The three problems with which the northern roads have had to contend in securing the Oriental traffic were: First, lack of ocean steamships.

Second, the fact that much of the freight for export, like cotton and iron and steel products, originated outside of their territory.

Third, that their immediate territory did not furnish an adequate market for the sugar, tea, rice and silk of the Orient.

The steamship problem has been solved by construction enterprises. The two remaining problems—control of the territory which originates the freight for export and possession of the markets which can handle the imports—Mr. Hill has undertaken to solve in part through the control of the Burlington.

BURLINGTON AS THE KEY

The large importance of the Burlington deal in solving the trade problem of the Northwest and the Orient, appears by a scrutiny of trade and traffic facts.

Take, first, for example, the export and transportation of cotton. It is to many a surprising fact that a country exported to Japan alone last year over 150,000,000 pounds, or 300,000 bales of raw cotton. But only about one-fourth of this found export via Puget Sound, notwithstanding that this port is the natural gateway to the Japan trade. The reason was, simply, that the cotton originated outside of the territory of the northern roads and they could not get it to haul. But the Burlington would extend the northern system to St. Louis, the great central depot of 1,000,000 bales per annum, which is one-tenth of the entire American product. By the Burlington deal, therefore, cotton, one of the chief articles of export, was to become freight which originates within the territory of our northwestern lines.

Take, again, the export and transportation of provisions. The United States exported to Asia-Oceania last year over 10,000,000 pounds of beef and pork products—something like four times the export of five years ago. But only a trifling percentage of this came from the northwest, as shown by the Puget Sound exports. The great packing-house centers—Chicago, St. Louis, Kansas City, St. Joseph, Omaha—are within Burlington territory. The co-operation of the Burlington with the northern roads, therefore, means that the northwest will provision the Orient, and that the trade channel and source of supply will be via the upper Mississippi valley and Puget Sound.

Take the general export list. Our exports to Asia-Oceania covered a varied inventory, including \$2,000,000 of steel rails, \$2,000,000 of builders' hardware, \$2,800,000 of leather products, \$2,700,000 of implements and vehicles, \$3,800,000 of tobacco, 140,000,000 yards of cotton goods and 150,000,000 gallons of oil. Much of this originates outside of the territory of the northern roads, and going by other routes builds up a trade channel elsewhere, thereby leaving the northwest out of the Oriental trade. But control of the Burlington would bring the origin of these exports within the territory of the northern roads and transfer the trade outlet to the northwest and Puget Sound. The trade channel thus established via the northwest will carry with it to the Orient a vast stream of the products of the northwestern farms, dairies, packing-houses, mills, and factories. Substantially as important, is the influence of the proposed transportation arrangement upon the import trade with Asia-Oceania.

For the reasons that the country between Puget Sound and Minneapolis could not, of itself, consume \$175,000,000 of Oriental goods including 6,000,000 pounds of raw silk, 150,000 tons of jute and manila fiber, 14,000,000 pounds of spices, 50,000,000 pounds of tea, 100,000,000 pounds of rice, 10,000,000 pounds of hides and skins and 1,600,000,000 pounds of raw sugar—these imports avoided the northwest almost entirely and made New York their main port of entry. This loss of the imports was a severe blow to northwestern exports. Ships must have cargoes both ways, and so they got their outgoing cargoes where they brought their cargoes of imports, namely, at New York, and the traffic of the northwest was burned at both ends of the candle.

But the combined territory of the northern roads and the Burlington system—assuming that the combined territory would be a consummated substantially along the line of Mr. Hill's plans—would give markets ample to take care of the best of the Asia-Oceania importations. Between Chicago and St. Louis in the east, and Puget Sound in the west, are mills, factories, refineries and jobbing houses ample to convert and distribute the sugar, tea, coffee, rice, silk, spices, skins, wool and fibers of our Asiatic commerce. Instead of getting only 5 per cent of these importations, therefore, as we did last year, the northwest and Puget Sound, by the Burlington northern co-operation plan, might get as high as 75 per cent and thereby establish the permanent trade channel to the Orient via the northwest.

OUTCOME FOR THE NORTHWEST

The Journal will not attempt to pass judgment upon the conflicting claims of Mr. Harriman and Mr. Hill, or of Kuhn, Loeb & Co. and J. P. Morgan & Co., in regard to the control of Northern Pacific stock. Both the Northern and the Union Pacific interests hold large blocks of Northern Pacific stock, and which interest holds a share or two more, time only can determine. In any event, however, the Burlington purchase is practically accomplished, and there will be increased harmony of interest and management between that system and the northern roads, and this means the strong development of commerce between the northwest and the Orient. No large railway interest dare attempt control of another against public interest and the laws of every western state.

It might be urged that Union Pacific control of the Northern Pacific, should Mr. Harriman's claim come true, would work to transfer the Asiatic trade to San Francisco, and the Southern and Central Pacific lines, as against the interests of the northern roads and the northwest. But no action of that kind is probable or possible, if the full facts are viewed. In the first place, whoever holds the Northern Pacific control has that road to support and make profitable, and that cannot be done by taking away its traffic. In the next place, it is extremely doubtful if the great traffic

HON. E. J. PICKETT'S PUBLIC STATEMENT.

"Have Found Benefit and Help from the Use of Dr. Greene's Nervura, and Freely and Publicly Recommend Its Use to Any Others Who May Be Suffering from the Same Troubles."

As Commander of the Clinton G.A.R. Post for 10 years, and President of the Clinton Co. Veteran Association; as Representative of his district in the State Legislature, and holding other public offices in the gift of the people of his section, the Hon. Mr. Pickett has a wide acquaintance. He is trusted, respected, and looked up to by all. His word is "as good as his bond." Everyone who knows him or his reputation, will understand how thoroughly he has been convinced, before making a public statement. Dr. Greene's Nervura blood and nerve remedy cured him of rheumatism and insomnia. Read his letter.



Hon. E. J. Pickett, Pickett's Corners, Saranac, N.Y., says:

"It gives me pleasure to thus address you, giving some account of my opinion of DR. GREENE'S NERVURA BLOOD AND NERVE REMEDY. I have used Nervura for some time back. I have been troubled with rheumatism and insomnia for a considerable time. I am pleased to state that I have found benefit and help from the use of Dr. Greene's Nervura in a large degree, and freely and publicly recommend its use to any others who may be suffering from the same troubles. The report of the benefit conferred on my friends has come to me often, and I feel sure that Dr. Greene's Nervura stands high with them, as it justly deserves. You have my permission to publish this letter and my photograph, hoping it may do good to others also."

Rheumatism, insomnia, and all blood and nerve troubles are cured by Dr. Greene's Nervura blood and nerve remedy. No one can doubt this who reads the testimony of the men and women printed in this newspaper nearly every day.

Why do you ignore this great medicine and experiment in ways that never cure? Stop making the mistake of forcing Nature and begin the use of the medicine that works in harmony with natural laws. Dr. Greene's Nervura always helps and always cures. Test its virtues in your own case now.

Dr. Greene's free advice is at the disposal of all who are ailing and weak. Write to him, or call at his office, 35 W. 14th St., New York City. No charge in either case.

channel of northwestern and Asiatic commerce could by any attempt be radically diverted to the California coast. If the cotton and provisions for the Orient were diverted that way, it increased transportation cost by reason of distance and steep grades, what freight could the California roads haul back? What heavy freight has California for the Mississippi valley and the east? Nothing but fruit, which is hauled in refrigerator cars, and refrigerator cars must have refrigerator freight for the return trip, which is impossible. But all the fruit that possibly could be shipped amounts to almost nothing as an article of railway traffic. As compared with traffic volume with the coming lumber and mine shipments of the Puget Sound country, the refrigerator freight of the southern roads would not materially control. From any point of view, therefore, the interests of the northwest in Pacific ocean commerce will be sharply advanced by the recent transportation activities which have stirred the financial world.

WILL REVISE CREED

Decisive Action of the Presbyterian Assembly.

DOWNES THE MINORITY REPORT

This After Deciding by an Overwhelming Vote to Go on With the Discussion.

Philadelphia, May 25.—The Presbyterian general assembly to-day defeated the minority recommendation on creed revision by a vote of 271 to 234.

The assembly, by a vote so overwhelming that it showed conclusively that a revision of the confession of faith is desired by the church, yesterday defeated the amendment dismissing the whole subject offered by Dr. George D. Baker of Philadelphia. The assembly decided to continue consideration of the great question of the confession of faith.

Dr. George T. Purves of New York followed Dr. Johnson, after which a vote on the minority report was taken. The motion as originally put was to substitute the minority report for the report of the majority, but by an agreement of both sides the motion was amended so that the vote would be on the question of striking out recommendation B. The two reports agreed on everything but this recommendation.

As the assembly had agreed to adjourn at noon to-day to accept an invitation to visit Princeton university, adjournment was taken at 3 p. m. Monday. The moderator announced that Dr. J. D. Moffatt, president of Washington and Jefferson university, would have the floor at the opening of the debate Monday, and the motion to adjourn was carried.

The commissioners left for Princeton on a special train at 1:45 p. m.

DECEASED WIFE'S SISTER

SECTION LIKELY TO BE REPEALED

Committee Reports to the United Presbyterians—Equal Suffrage Is Passed By.

Des Moines, Iowa, May 25.—A report from the general committee on home missions was presented to-day to the general assembly of the United Presbyterians. The principal recommendation is that the general assembly appoint a committee of one from each synod in the United States to take under consideration the question of a change in the formation of the general committee of the United Presbyterians.

George B. Stewart, president of Auburn, N. Y., theological seminary, made a strong plea for the majority report, though it does not represent his view. He said it was a compromise and the best he could get. It did not offer the necessary relief. The sentiment of the assembly was in favor of a new creed, he said, and he wanted revision. He did not want a declaratory statement but he would take it if he could get nothing better.

Rev. Dr. Marcus Brownson of this city opposed both reports because, he said, the membership and wealth of the church had increased under the old confession as he feared it could not were a change made.

"If this assembly is lugged into the revision movement, I will sever my connection with the twentieth century fund, and I will not represent this view before the assembly during the two preceding days. He maintained that this assembly had broken all precedents in having elected a moderator who did not know the constitution of the church. He said that the majority report was a threat directed at the minority report and that the majority report was a threat directed at the minority report.

Rev. C. F. Hubbard of Buffalo advocated the rejection of the minority report on the ground that "it commits the assembly to a definite position on the question of a summary statement, while the majority report merely asks the assembly to continue consideration of this subject."

W. R. Stewart, vice-moderator, pointed out the chair and Moderator Minton spoke against recommendation B. He said the issue before the church to-day was more important than the one that has been before the assembly during the two preceding days. He maintained that this assembly had broken all precedents in having elected a moderator who did not know the constitution of the church. He said that the majority report was a threat directed at the minority report and that the majority report was a threat directed at the minority report.

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NEW POWER CANAL

Clergue and His People to Build of Canadian Side.

PLANS FOR THE WORK PERFECTED

Consolidated Company Will Have at Its Disposal 120,000 Horse Power.

Special to The Journal. Sault Ste. Marie, Mich., May 25.—The Clergue people or rather the Lake Superior Consolidated company, recently organized, which now embraces the different copper companies which have heretofore controlled the large industrial enterprise on the American and Canadian side here, together with the Algoma Central railway, the steamship company, the water power, and other branches of commercial development, has in immediate contemplation the building of a second water power canal on the Canadian side of the river.

The present canal generates power for the operation of the big pulp mill, alkali works, electric light plant and iron works, and has a capacity of 25,000 horse power. The new water power will be developed on operation on the north side and will be 150 feet in width and of sufficient depth to develop 40,000 horse power. Most of this will be utilized electrically in the operation of the big steel plant now being built, and for other enterprises yet in embryo.

Plans for the work, which will be almost entirely in rock formations for three-quarters of a mile, have been perfected and specifications have been forwarded to leading contractors. The proposals are to be opened at the head office on or before July 1, and work is to be commenced as soon afterwards as practical. It is designed to complete the canal within eighteen months, if possible.

The project is one that will materially benefit the two States. When the water power developments now under way on this and the Canadian side are finished, the company will have at its command the vast amount of approximately 120,000 horse power of the cheapest motive force on earth.

RECALLED ARMY MAJOR

Captain Newton of West Superior Recommended for Promotion.

Special to The Journal. West Superior, Wis., May 25.—Word has been received that Captain Harry W. Newton, of this city, now serving in the Philippines as a captain in the detached corps, is likely to be made a major in the regular army. He has been recommended with others that took part in the capture of Aguinaldo, for a position one place higher than that he now occupies.

WOULDN'T SELL IT

Her Pure and Clear Complexion Not For Sale.

A Cornell girl was put on a Grape-Nuts diet and discovered some facts. She says: "While a student at Cornell I suffered from improper diet. The banquets and other social functions—with their rich refreshments—served to completely upset a stomach already weak from rich pastry, highly seasoned meats, and confections furnished by the catering agents at home."

"I became irritable, nervous, and my appetite became more and more capricious. Only rich, highly seasoned food suited me, and this further wrecked my health. I was slow, having lost my pink and white complexion. I became dull-eyed and dull-brained, the victim of agonizing dyspepsia and intestinal trouble."

"I was finally forced to leave school and came home an irritable, wretchedly sick girl. The plainest food disagreed with me, and I bade fair to starve to death, when a physician advised my physician to put me on Grape-Nuts Food diet. To make a long story short, the transformation from wretched ill health to good health was marvelous. I liked the new food so well, and I agreed with my tortured stomach perfectly, regulated my bowels, my headaches left, and the color of the skin gradually grew better. In eight months I found myself rosy, plump and strong."

"I would not sell my clear complexion, bright eyes and general good feeling for the costliest, richest mess of Delmonicoan parrot."

"I returned to Cornell, finished my course, and can now study, think and live. The food that enabled me to regain my health I shall never forget." Name guaranteed by Postum Cereal Co., Ltd., at Battle Creek, Mich.

COAL TAR SMUDGES

Saved Some of the Berry Fields Adjacent to New Richmond.

Special to The Journal. New Richmond, Wis., May 25.—A severe, and in many places throughout this region, a killing frost came last night. Many heavy berry-growers in this vicinity protected their fields with coal tar smudges.

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