

INTERNATIONAL LESSON NO. VI
NOV. 11, 1906.
Jesus in Gethsemane. Matt. 26; Luke 22.

Commentary.—1. Jesus enters the garden (vs. 36, 37). 26. Then—This was about midnight. Cometh—After they had left the upper room they had eaten the paschal supper. With them—There were only eleven now; Judas was absent. Making arrangements for the betrayal—To a place—Jesus oftentimes resorted to this quiet retreat with his disciples (John 18, 2) for refreshment, retirement, quiet instruction and perhaps prayer. Gethsemane—The name means oil press, an emblem of trial, distress, agony; it was given to this garden because there was on the manufacture of a press there for the manufacture of olive oil. It was situated just across the Cedron from Jerusalem, near the foot of the western slope of Olivet, probably not far from the present garden. Gethsemane—The present Gethsemane from the wall of Jerusalem, and contains eight venerable olive trees—Ederseheim. Sit ye here—He left eight of the disciples at the entrance of the garden. Pray—Christ frequently went alone to pray.

37. Took with him—Further into the garden to a spot more retired. "In this hour Jesus needed human sympathy, even while he prepared the manufacture of himself." Three times he went to the disciples during this season of prayer. The desire for fellowship in hours of darkness and of sorrow is one of the desires of love, and is strongest in the hearts in which love is the richest. "Abbott. 'Every wise person accepts of all the sympathy and help he can get. To throw this away is to reject one of the best aids God has given us in our times of trial or of labor.'" Two sons of Zebedee—James and John, the two disciples Jesus took with him had been witnesses of his transfiguration and glory, and were now to behold his humiliation and agony. Began to be sorrowful—"To be penetrated with the most exquisite sorrow, and overwhelmed with deep anguish." Very heavy—Sorely troubled; stronger word than the other. It was a climax of sorrow, a deep and terrible anguish.

38. The bitter cup of sorrow (vs. 38, 39). 38. Even unto death—His soul is so dissolved in sorrow, my spirit is filled with such agony and anguish, that if speedy aid were not given to my body death must be the immediate consequence. "Clarke. 'It was agony that would destroy his life if it continued.'" This sorrow he felt for the sins of a lost race; Isa. 53, 4, explains it. The agony became so great that his sweat was great drops of blood falling down to the ground. "It is as though he were crying and tears (Heb. 5, 7). 'It is his soul' that was sorrowful. The physical sufferings of our Lord were never the chief source of his pain."—W. N. Clark. "Tarry ye here—Spoken to the three disciples.

39. A little farther—About a stone's cast (Luke); one hundred and fifty to two hundred feet. They were divided into three divisions of the little company—the eight, the three, and Jesus alone on his face—"This was the ordinary posture of the supplicant when the favor asked was great, and deep humiliation required. The head was put between the knees, and the forehead brought to touch the earth." My Father—In all our addresses to the earth. "My Father—In all our addresses to God, we should say him as a Father—as our Father; and it is in a special manner helpful to us so when we are in agony." Henry. If it be possible, etc.—This has often been explained in a way to make it appear that Christ was fervently asking the Father, if possible, to remove the cup of intense suffering, which was done when the angel came strengthening him. Jesus knew that it was the divine purpose that he should come to the cross and it was in harmony with this plan that he asked that the death agonies of this hour might pass from him.—H. C. Hovey in Home Review.

III. The disciples (Asleep vs. 40, 41). 40. Cometh unto the disciples—He did this three times during this awful hour. He apparently desired communion with them and the sympathy and comfort which they could give. Asleep—Luke says they were sleeping for sorrow. "It was very late, and midnight long after their accustomed hour of sleep; they had been amid very exciting scenes; with their minds intensely strained, and now a reaction had come, of silent stillness and darkness. And yet we cannot help feeling that if they had had a deeper sympathy with Christ and a fuller realization of the crisis, they would have kept awake, and not have been found sleeping on guard. Christ's gentle reproach implies this. 'Unto Peter—Peter had just made loud professions. With me—He was suffering for their sins. He expected that they would watch with him. One hour—Sometimes Christ continued in prayer all night, but he only asked them to watch with him one hour. 41. Watch and pray—A testing time is coming, and you will need to watch carefully and pray earnestly. The Christian is in danger of falling a prey to the world, the flesh and the devil. The person who fails to watch upon the door for the tempter to enter. 'Prayer is one of the means by which we are enabled to keep awake spiritually. In temptation—the enemy near at hand; they were about to undergo a very severe test. Would their faith and courage fail them? God is able to keep us from entering into the midst of temptations. 'The ship is safe in the ocean so long as the ocean is not in the ship.'" The spirit... willing, etc.—They desired to watch with Him and thus show their sympathy and love for Him, but their bodies and minds were weary.

IV. Jesus prevails in prayer (vs. 42-44). 42. The second time—His going the second and third time shows how great was the burden, and His intense earnestness and perseverance. Christ's prayer was answered, and answered in the same way that God answers our prayers. The angel strengthening Him (Luke) was a direct answer. What an example is this! If it was necessary for Christ to pray, how many times ought we to pray? 43. How many times ought we to pray? 43. Their eyes were heavy—They could not keep them open; they were not able to resist drowsiness. Mark tells us that they knew not what to answer him when

STRIKE OF NEW YORK CHAUFFEURS.

Want More Pay—Attacked Non-Union Man Who Used a Revolver—Police Take a Hand.

New York, Oct. 29.—Three hundred chauffeurs, employed by the New York Transportation Company, which operates 350 public electric cabs, went on strike to-day for an increase in wages. As a result nearly all the cabs remained in the big garage at 50th street and Eighth avenue to-day and many of the company's regular patrons were forced to patronize the elevated and subway trains to reach their places of business. The men declare they are compelled to report for work at the garage every morning at 7 o'clock and some days they are not given any work at all. They are paid at the rate of 16 2-3 cents an hour for the time they work. They demand for driving the ordinary machines a uniform wage of \$2, for a 12-hour day. For the drivers of vehicles hired to private families the demand is \$2.50 per day instead of \$2.31, the amount they are now receiving. When a non-union man attempted to take one of the electric vehicles from the garage to-day he was set upon by a crowd of strikers, and dragged from his seat and was being roughly handled when he drew a revolver and fired. No one was hit. Policemen drove off the crowd and made two arrests.

President Meade, of the New York Transportation Co., said to-day that the demands of the men were unjust and should not be granted at the present time. It was decided not to attempt to send out any more machines without police protection.

NEW BRUNSWICK SHIP'S PLIGHT.

BATTERED VESSEL TRYING TO REACH CUBA.

Her Captain Refused to be Taken Off—He and Six Men Perched on the Afterhouse of the Ship—Tossed by Wind and Seas—The Ship in Poor Shape.

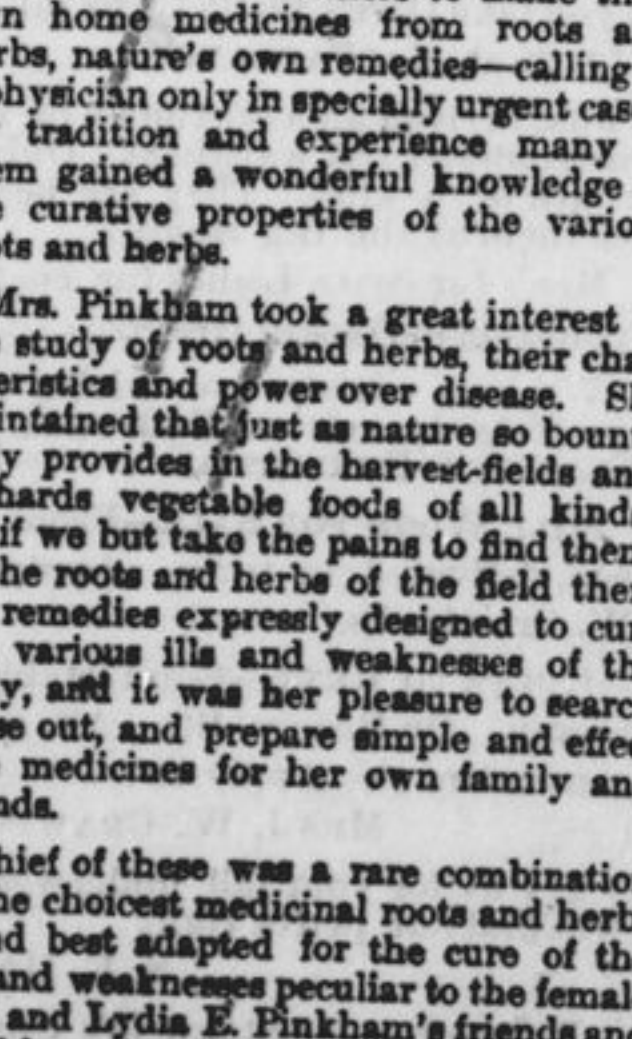
New York, Oct. 29.—Somewhere far out in the Atlantic, off the Florida coast, half a dozen men, perched on the roof of the afterhouse of the waterlogged British schooner Soroco, are struggling against wind and sea to reach a Cuban port with their almost empty cargo. The plight of the men is due in part to the heroic devotion of their captain, who, when help was at hand, chose to face death rather than abandon his ship and her cargo of lumber. He declined an offer of assistance from the steamer Par-

ima, which ran down on him last Sunday, when she was wallowing in the seas six hundred miles east of Florida. The captain asked only that he be given supplies to replace those which were running out on the ship. When this request was granted the captain and his crew settled down in their precarious quarters on the roof of the afterhouse and announced their determination to sail the Soroco to Cuba. The Soroco sailed from St. John, N. B., on Sept. 27, with a cargo of lumber. She went well until Oct. 5th, when off the coast of Maryland she ran into a fearful hurricane. Pounded and battered by wind and sea the Soroco was thrown about like a cork, some of her cargo was ripped open and she began to fill. Before the storm had abated her hull was filled, her decks washed and deckshouses were flooded. All the stores for the voyage which were in the houses were ruined by the water and the men were in a sad plight when the Parima hoove in sight. With the aid of the provisions supplied by the Parima the captain expressed the hope that they would be able to reach Cuba in safety.

WHO SHE WAS

SKETCH OF THE LIFE OF LYDIA E. PINKHAM

And a True Story of How the Vegetable Compound Had Its Birth and How the "Panic of '73" Caused it to be Offered for Public Sale in Drug Stores.



This remarkable woman, whose maiden name was Estes, was born in Lynn, Mass., February 9th, 1819, coming from a good old Quaker family. For some years she taught school, and became known as a woman of an alert

and investigating mind, an earnest seeker after knowledge, and above all, possessed of a wonderfully sympathetic nature.

In 1843 she married Isaac Pinkham, a builder and real estate operator, and their early married life was marked by prosperity and happiness. They had four children, three sons and a daughter.

In those good old fashioned days it was common for mothers to make their own home remedies from roots and herbs, nature's own remedies—calling in a physician only in specially urgent cases. By tradition and experience many of them gained a wonderful knowledge of the curative properties of the various roots and herbs. Mrs. Pinkham took a great interest in the study of roots and herbs, their characteristics and power over disease. She maintained that just as nature so bountifully provides in the harvest-fields and orchards vegetable foods of all kinds; so, if we but take the pains to find them in the roots and herbs of the field there are remedies expressly designed to cure the various ills and weaknesses of the body, and it was her pleasure to search these out, and prepare simple and effective remedies for her own family and friends.

Chief of these was a rare combination of the choicest medicinal roots and herbs found best adapted for the cure of the ills and weaknesses peculiar to the female sex, and Lydia E. Pinkham's friends and neighbors learned that her compound relieved and cured and it became quite popular among them.

Quick Relief From Rheumatism

Dr. H. H. Mack's Rheumatism Compound is used. This scientific remedy never fails to cure even cases of long standing which have been given up as hopeless. After investigating the matter thoroughly, Mr. C. W. Mack, the rubber stamp manufacturer, Toronto, and cousin of Dr. Mack, has given this remedy his fullest endorsement, and substantially backed the doctor in placing it before the public. No business man would fail to read this article that was not represented. If you are suffering from any form of Rheumatism, write for free booklet. Write to-day. Address: Dr. H. H. Mack, 60 Yonge Street, Toronto.

Hamilton.—There is now a good sorting trade for all winter lines. Dry goods are particularly active, but the movement in hardware is also very brisk. Values hold firm, but despite this fact the demand is very largely for goods of the better class. Travellers in the country speak very hopefully of prospects for future trade. Collections are generally good. London.—The movement of wholesale and retail stocks here continues brisk. Country trade is in good condition. Ottawa.—There is a continued good tone to all lines of trade here. Collections are generally good.

MACHINE FLIES.

M. SANTOS-DUMONT WINS THE ARCH-DEACON CUP.

Ascended From the Ground, Travelled Two-Hundred Feet and Then Descended—A Flying Machine Without Balloon Attachment.

New York, Oct. 29.—The Herald prints the following special despatches from Paris: M. Santos-Dumont yesterday on the Arch-Deacon Cup yesterday on the field at Bagatelle with his bird of prey, a flying machine, but not only did he succeed in covering the necessary 25 metres, but, in the opinion of every competent witness summoned in council immediately after the flight, it was agreed that he left the ground well over the fifty metres (164 feet) from the point where he descended. His flight was free, with sustained balance. There was no hesitation. The huge contrivance, propelled by a 60-horse power motor, shot four or five metres into the air and continued at this height until M. Santos-Dumont shut off the power and allowed the screw to stop. Then the horizontal movement was replaced by an inclined movement and with a third which smashed the wheels and a portion of the lower frame, as well as rudder, the bird of prey came to a standstill. Amid a din of voices the committee strove to ascertain accurately the extent of the flight. Some declared that it had covered more than one hundred metres and the more calm were of a mind that about half that distance was the measure.

EXPLOSION IN MINE.

SEVEN MEN KILLED AT JOHNSTOWN, PA.

Gas Supposed to Have Been Fired by Putting Off Blast—No Damage Done to Workings of Shaft.

Johnstown, Pa., Oct. 29.—An official statement given the Associated Press by the manager of the Cambria Steel Company says: "By an explosion in the rolling mill mine of the Cambria Steel Company this evening seven men are dead and two are painfully injured, but not fatally. Up to the present only one of the dead has been identified. He is an American-born miner named Sampson Lutz. It is believed the other dead are all foreigners, as are the two injured. The cause of the explosion is not known. The explosion took place in heading No. 29, a considerable distance from the shaft. A bombable section, where 114 men lost their lives over four years ago. The exact cause is not known, but it is supposed that the gas was fired by the putting off of a blast. All the men who were in the heading were killed. The explosion could not have been caused by neglect in that direction, as the heading was done to the workings, and the mine will be running to-morrow as usual."

CANADA AND DAMARALAND.

To Get Equal Representation on Wireless Board.

Berlin, Oct. 29.—At the conference on wireless telegraphy, in discussing the question of an international bureau of supervision, Britain advocates the representation of the autonomous colonies with a proviso that no power shall command more than a fixed number of votes. This has been declared to be a weak surrender of British rights. Germany proposed that all colonies should send delegates, which would place on an equality with Canada, and enable Germany to obtain a maximum number of delegates. The suggestions were referred to a committee. The Morning Standard says Germany expects Britain will give way.

FOR CURE OF CONSUMPTIVES.

New York Aldermen Approve \$25,000 for Sanitarium.

New York, Oct. 29.—The board of aldermen to-day adopted a resolution asking for \$25,000 for the municipal tuberculosis sanitarium at Otisville, Orange County. There are now 75 beds at the sanitarium. The additional appropriation will enable the institution to take care of 200 cases. It was stated that there were 137,000 cases of tuberculosis in New York City and only 147 beds in the city for such patients.

THE NEW FLEET.

The Cruising Ground Will Be in the North Sea.

British Admiralty's New Plan Due to Shifting of Strategic Influence by Late War—Will Increase Striking Strength of the Navy.

London, Oct. 28.—Agitation against the naval policy of the present Admiralty, after passing through several phases with occasional flickers of energy, has suddenly assumed a political complexion and looms large in the arena of party warfare. Critics of the Admiralty policy declared it was intended to withdraw one-fourth of the fleet from commission, to turn the crews of these vessels over to barracks, and place the officers on half pay. It was further alleged that the Government, pursuing the policy of economy, had forced this upon the Admiralty and that consequently there would be great loss of naval efficiency. The Admiralty's reply to their critics defines the exact nature of the redistribution of the fleet which is about to take place. From the manifesto, as it may be called, which they have issued, it is obvious that, instead of being what the States and other papers have declared it to be, the redistribution is merely a further development of the policy which Lord Cavendish, in a memorandum issued in November last, stated to be called for by the shifting of the strategic influence of the sea as a result of the late war. In short, what is going to be done is the formation of a new fleet based at ports at the mouth of the Thames and having for its cruising ground the North Sea. This fleet will be formed by the withdrawal of certain battleships and cruisers from the Mediterranean, Atlantic and Channel fleets and it will include a number of those ships which have hitherto been in commission and in reserve. Thus a fourth fleet will be in readiness for action, and from the locality in which it is to practice will be even nearer the possible enemy than any of the others.

This fleet is to be organized in all respects like the other three great fleets forming the principal divisions of the British navy, but all its ships will not be fully manned. The less efficient and older vessels will have what are called "nuclear crews"—that is to say, crews sufficient to keep the ships in readiness for work; crews which can be completed to their full strength in emergency from the reserves.

That the organization of this fleet at the consequent redistribution of forces is an additional security to the country will not be gained by professional men, although it may not satisfy political critics. Finally, the Admiralty maintains that by it not a single ship will be paid out of commission, and not a single officer or man will be placed on shore.

Seeing that the attack is political in its motive it is perhaps doubtful if the Admiralty manifesto will act as a check to it, but the naval service is with the board in this matter.

FAULTLESS FOR LADIES

About Underwear, the better you will appreciate



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