

# HOW LOUISE BUTLER SANG "ABIDE WITH ME"

Alighting from a railroad train at Chicago Miss Louise Butler fell under the wheels and was terribly mangled. The Chicago Record-Herald, referring to this accident relates an interesting story. The Record-Herald says that after the accident Miss Butler was placed again on the train from which she had fallen to be conveyed to a hospital five miles away. Reviving in spite of terrible injuries, she began singing softly:

Abide with me, fast falls the eventide;  
The darkness deepens, Lord with me abide.  
When other helpers fail and comforts flee  
Help of the helpless, oh, abide with me.

The Record-Herald says: She sang the hymn through, even as her hands clinched in her agony, and the last line was reached as the train stopped and she was lifted from it.

Again when she was placed on the operating table the girl sang the prayer, only ceasing, when her mother and father reached her, to beg them not to grieve.

Turning from them to her pastor, Miss Butler asked him to comfort her parents, and requested him to pray. As the prayer was finished she took up another hymn:

My faith looks up to thee,  
Thou lamb of Calvary,  
Savior divine.  
Now hear me while I pray,  
Take all my guilt away,  
Oh, let me from this day  
Be wholly thine.

Her voice faltering on the last line, she whispered: "Do not grieve. Tell them I am not afraid to die," and became unconscious. She died thirty minutes afterward.

"Abide With Me" was written by Henry Francis Lyte who, living in the town of Brixham, on the eastern coast of Devonshire, England, died in 1847. Allan Sutherland who wrote for "The Delineator" a series of interesting articles on "Famous Hymns, Their Origin and Their Romance" says that Mr. Lyte was dying of consump-

tion and often expressed the desire that he might be permitted to do something which would have its influence for good upon humanity after his death. This longing found expression in the following:

Might verse of mine inspire  
One virtuous aim, one high resolve impart—  
Light in one drooping soul a hallowed fire,  
Or bind one broken heart—  
Death would be sweeter then.

Mr. Sutherland tells us:

Mr. Lyte was ordered by his physicians to relinquish his work and go to Italy. He delivered a farewell sermon to his flock, although scarcely able to stand in the chancel. In the late afternoon, recovering somewhat from the strain of the morning service, he walked slowly and feebly down the terraced walk to the water he loved so well, and which he was about to leave forever. The benediction of Autumn rested upon land and sea and God's smile was over all. The spell of the hour was upon the minister. While the bright sunset colors faded into the sober grays of twilight, he slowly made his way back to the house in prayerful silence and went to his room. When he joined his family a little later, he bore in his hands the words that were destined to move thousands. His prayer had been answered. His last evening in his old home had produced that which will be a blessing so long as the heart turns to its Maker for help in times of need.

P. P. Bliss, caught in the Ashtabula wreck calmly awaited the death he knew could not be avoided, and while the fire was eating its way to him he sang for his own inspiration the same old songs in the same old way. Men and women in all sections of the world have been charmed with these songs as Bliss had rendered them, and the many who remember the power that great evangelist put into his song in the revival meeting, and the impression he ever created will have perhaps a faint idea of what it must have been to have heard that strong man, hemmed in by the wreckage and bound for speedy death, sing-

ing at the very threshold of eternity and as he had never sung before:

"O, that Home of the Soul, in my visions and dreams  
Its bright jasper walls I can see,  
Till I fancy but dimly the veil intervenes  
Between that fair city and me."

Many of the most beautiful of our sacred songs were written upon the inspiration of what the average man would consider little things. Charles Wesley's immortal hymn, "Jesus, Lover of My Soul," was written immediately after a little bird that was pursued by a hawk had flown into his open study window to seek refuge from its enemy. And the Christian world knows "Refuge" as one of its grandest songs.

Knowles Shaw, the famous singing evangelist, who wrote "Bringing in the Sheaves," and scores of other songs familiar to every Sunday school pupil, arose from his bed at 2 o'clock one morning after dreaming of the joys of the hereafter, and wrote his immortal song entitled "That Beautiful Dream," which says:

"I dreamed of the land of the pure and bright,  
The city of God, the saint's delight,  
And the saints and the children of ages were there,  
That city of God and its home to snare."

He had dreamed the words and music, and arose in his night robes to set them down upon paper. Knowles Shaw met his death under peculiar circumstances. After a big revival meeting at Houston, Texas, he was on his way to New Orleans to engage in another. He was accompanied by two other ministers, and while engaged in conversing about their work Mr. Shaw exclaimed: "It is a grand thing to labor for the cause of the Master. It is my life's work, and I want to keep at it until I am called to go. I want to be at the work when my time comes, and I want to be called from active labor instantly into the presence of the Master." Before the words were fairly out of his mouth the car in which he was seated left the rails, toppled over an embankment and Knowles Shaw's wish was realized—he had been "called instantly" into his Master's presence.

## SENATOR FORAKER AND THE RAILROAD RATE QUESTION

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modities or they will not move, but that they are made as low as justice will allow is absurd. What the senator says about the difficulty of rate-making shows conclusively that he knows nothing about it. The only difficulty there is, is in making them low enough to favored ones and favored localities without letting too many get the benefit of them. The railroads insist that, if the interstate commerce commission be given the rate-making power, the rates be not effective until their reasonableness and justness is passed upon by a special court created for that purpose. Do the courts employ rate-making experts to assist them in reaching a conclusion? If a court can determine whether or not a rate is just and reasonable why cannot the interstate commerce commission do so?

For about ten years the railroads did not question the decisions of the interstate commerce commission, and during that time they did not suffer. Then they tested the commission's right to enforce its decisions, and the supreme court decided that congress did not confer the rate-making power upon it. After exercising the rate-making power for ten years without injustice, it is little short of silliness to now attempt to make the people believe that President Roosevelt's policy would bankrupt the railroads, throw men out of employment and do many other disastrous things. The senator did not say in so many words that the president's policy would throw men out of employment, reduce wages, etc., but he said it by implication when he said that such a policy would of necessity determine what extensions and improvements might be made, etc. The railroads openly made the claim that if the Illinois railroad commissioners reduced freight rates the wages of railroad employes would have to be reduced, notwithstanding the fact that freight rates are higher in Illinois than in most of the adjoining states. According to the "let well enough alone" and the "stand pat" policy,

the power to oppose shippers must not be disturbed in any particular, or the workman will suffer. But the immigration laws had to be enacted to prevent these lovers of the workman from bringing in the scum of earth to take their places at lower wages. These corporations are always "sweating blood" for fear the workman will suffer.

The interstate commerce commission, since the decision of the supreme court referred to, is nothing more than a publicity bureau—an investigating committee. True, it is doing good work in showing up the criminal acts of the railroads, just as the New York legislative committee is showing up the rascality of the insurance companies. The insurance companies also claim that premiums are as low as justice will permit, but we now know better. The interstate commerce commission should be the great court of arbitration to settle disputes between shippers and the carriers. Upon complaint of a rate being unreasonable, a thorough investigation would be made. The railroad's side would be presented by Senator Foraker's experts in rate-making, supported by the ablest attorneys in the land. The other side would be presented by business men, manufacturers, merchants, etc. If the railroads only ask justice they should not fear an investigation in which they would be represented by experts and able attorneys.

## SIR HENRY IRVING

John Henry Brodribb, better known to the world as Sir Henry Irving, is dead, and in his death the theatrical world loses one of its leading lights, the stage one who contributed much to its higher standing, and the English speaking world one who has contributed largely to its education and entertainment. Sir Henry Irving achieved great fame as an actor, but it was as a stage director and manager that his future fame will rest upon. In some characters his art was truly great, but as a manager had few equals and no superiors. And in the dramatic world a heavy responsibility is placed upon the man

whose duty it is to provide the proper setting for the play in hand. Sir Henry was not content to follow—he was determined to lead. He had the courage to present fine plays in the best possible manner, confident that the public would appreciate his efforts. Nothing that might contribute to the success of his work was too small for him to seize upon and use to the best advantage.

## A SUCCESSFUL EXPOSITION

The managers of the Lewis and Clarke exposition at Portland, Oregon, have every reason to be proud of the success that has crowned their efforts. There were many critics who were quite sure the exposition would be a failure financially and they based their predictions on the fact that the people have had a surfeit of exposition and the other fact that Portland was hundreds of miles from the center of population. But all dire prophecies were set at naught, and the enterprise was in every way a success. The greatest service rendered was in presenting to the world the wonderful progress, development and resources of the great northwest country. For many years to come that magnificent domain will feel the impetus given by this remarkable exposition.

As a rule great expositions are financial failures, but this can not be said of the Lewis and Clarke exposition. Instead of a complete loss being sustained by those who subscribed the money, a dividend of more than 40 per cent will be declared. In other words, the subscribers will receive back 40 cents on every dollar they subscribed. This record has been excelled by only one exposition venture, the Trans-Mississippi exposition at Omaha in 1898, which returned 90 cents on the dollar.

The country has been vastly benefited by the Lewis and Clarke exposition because thousands of eastern people were led by it to travel across the country, and a trip across this great continent is a liberal education for any American citizen.