

# PEOPLE AND PLACES

**N**EITHER have miracles ceased. The latest on authentic record is that the municipalities of Edmonton and Strathcona have a tendency to unite under one mayor and council and one civic debt and one street railway system and one hope for the future. Notice of a resolution to that effect has been given by an Edmonton alderman. That this matter is a modern miracle will be attested by all those who remember Edmonton as it was in the famous fight over the land office when there was a pitched battle of Edmonton citizens and police to prevent the removal of that institution to the south side of the river; who recall that after the Klondike rush, Strathcona inhabitants informed new arrivals on trains that there was no more beyond, and that the old town they could see across the river was just a landmark; that some ireful citizen of South Edmonton, as it was then called, rose in the night and daubed red paint over the name of the station; and then—the holy fights they have had over hockey and lacrosse and baseball and the slangwhanging in the newspapers! Now—the lion and the lamb and the millennium. Fort William and Port Arthur papers please copy; likewise North Battleford and South Battleford.

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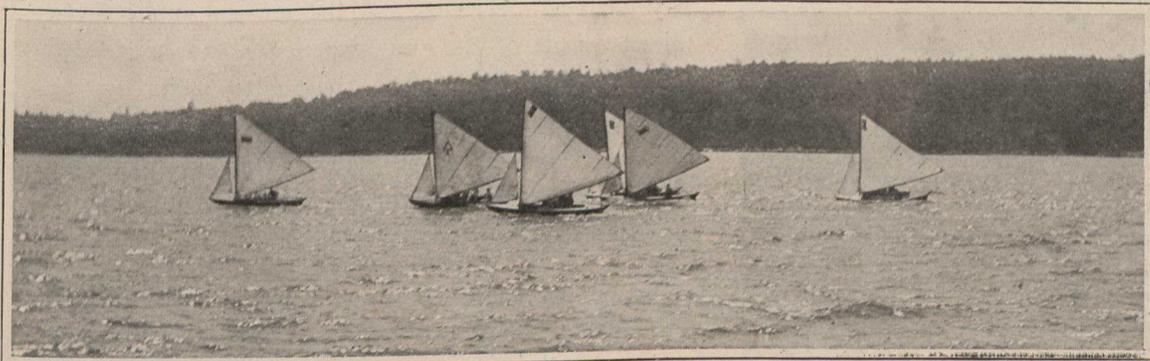
**I**T turns out that Hayes, the winner of the London Marathon, is a Canadian by birth; born in Ottawa, his father being Patrick Hayes, a cabman; for some years a horse trainer in the Capital and associate of Rane, the champion long distance runner. The family moved to New York years ago.

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**F**IFTY years on the map of Ontario, Renfrew has had a celebration that brought local history in that town and incidentally some general Canadian history right up to date. The *Renfrew Mercury* has published a portrait gallery of half a hundred Renfrewites who have helped to make that sturdy northern town one of the feeders of middle Canada. Two of the most conspicuous live ones—for a number of the thrifty pioneers and map-changers are dead—are the two members of Parliament, A. A. Wright, M.P., Conservative organiser, and Mr. T. W. McGarry, M.L.A. Mr. Wright has been thirty-nine years in Renfrew, 1870 to 1899 merchant and member of School Board, of which he was chairman for nineteen years; member of Fair directorate, Hospital Board, Farmers' Institute, pioneer in electrical development, and for ten terms representative of South Renfrew in Parliament. Mr. McGarry is a Renfrew lawyer and is now in his second term as Conservative member of the Ontario Legislature for South Renfrew.

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**A** FEATURE of seamanship that might naturally be expected to belong to the Maritime Provinces is the distinction recently won by the dories from Halifax. Down at the international dory races at Marblehead, Mass., the Nova Scotia dories cut out all other contestants in the third and final race for the Lovitt-Wagner cup; but as they lost the first two races the cup does not come to Nova Scotia. The *Margaret C.* of the Yarmouth Club and the *Maple Leaf* of the Shelburne Club took first and second places in a triangular race of one hundred and twenty miles—which is some distance for small craft calling for much variety of wind and water. The Nova Scotia dories won handsomely.



Start of First International Dory Race at Shelburne, N. S., in 1907. Won by Massachusetts boats. This year's contest took place last week at Marble Head, Mass.

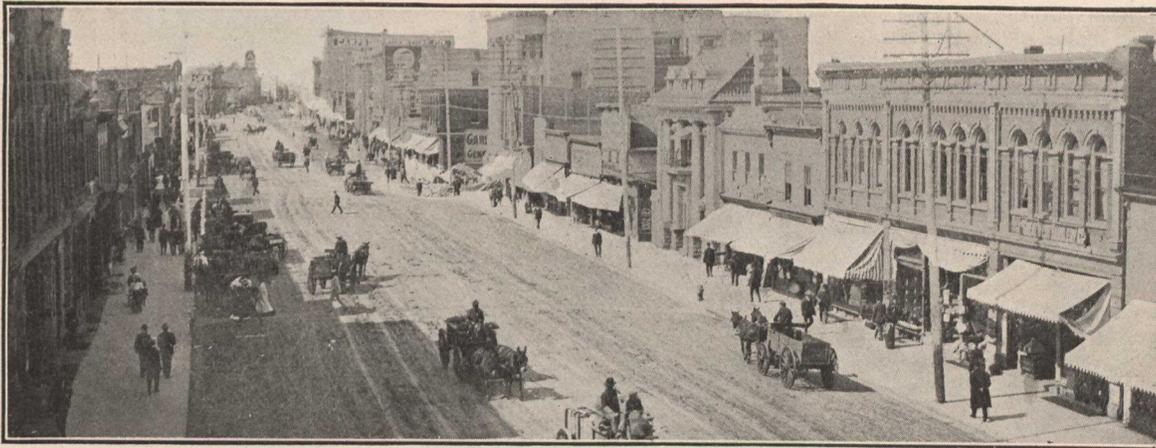
Again at Springfield, Massachusetts, Halifax prowess looms up at the national regatta—this time in oarsmanship. John O'Neill came a close second to a masterly winning performance of Frank Greer of Boston, in a race on the Connecticut, leaving three other men hopelessly in the rear. Day before

representatives of the St. Mary's Athletic Association of Halifax won the association singles and the senior international fours—in the former Sculler O'Neill being the winner. A few days before the Caledonian games of the Boston Caledonian Club at Boston were held. Largely this was a gathering of the athlete clans of Nova Scotia along with some of the famous strong and swift men from old Scotland against some of the best athletes of the United States. So that the provinces down by the sea amply know how to take care of their good name when it comes to going against athletes abroad.

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**C**REDIBLY the first coal mine ever opened in Canada and for many years neglected has been re-opened near North Sydney, N.S. A heavy seam of coal was discovered, the old workings being in as good shape as they were more than a century ago.

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Jasper Avenue, Edmonton, on which Street Cars are shortly to run.

**T**HEY are navigating the Saskatchewan again. This is a revival of an ancient custom which used to be practised on that sacred river of the sand-bars and the islands twenty years ago, and long before that by the York boats. But the old steamers are all kindling wood now and Edmonton, desiring an excursion route for such as have not automobiles, has launched a new passenger boat which made her first trip to Fort Saskatchewan a few days ago. The Fort has always been a warm adjourning place for Edmonton; great attractions—the races and sports and the police; just as St. Albert, nine miles northwest, used to be the meeting-place for religious festivals. At the same time they are building large flat-bottom boats at Strathcona for the purpose of floating coal down the river. This revival of Saskatchewan shippery will be a joy to many who in that land think the winter is quite too long, and sometimes record heavy bets as to when the ice in the Saskatchewan will break.

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**A** HALIFAX coloured man is president of a United States college. President Goler, head of the Livingston College, was born in Halifax, and a brief account of this rather famous negro from the Maritime Provinces has been written by Booker T. Washington, who says:

"Mr. Goler learned the trade of mason at Halifax, Nova Scotia, where he was born. He recalls

Boston that he was able to pay his way through Lincoln University, Pennsylvania, which he entered in 1873, at the mature age of twenty-seven. After two years as a pastor of a church at Greensboro, North Carolina, he became a teacher at Livingston College, where, with the help of the students, he made the brick and laid the walls of most of the college buildings. He is now president of that college."

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**T**WENTY-FIVE Scottish agriculturists have been traversing the beautiful fruit and farm paradises of the Grand Pre valley, in the land of Evangeline and the apple orchard; of great Holland-like dykes and scientific fruit farms and wild reaches of hay land and marshes yet to be reclaimed. The commission have been wildly enthusiastic over the landscape charms of the Sea Provinces. At a New Glasgow dinner every item on the bill of fare was

produced in Nova Scotia. Dr. Carlaw Martin, the chairman, recorded some impressions. With evident enthusiasm he says: "We were much impressed by the beauty of Prince-Edward Island as seen under ideal atmospheric conditions and by the evidence of long settlement with the valleys well studded with homes in which the people evidently take pleasure in living. Some of the farm houses visited showed a real desire to be surrounded by things of taste and culture. The soil of the island struck us as naturally good for agriculture. The wide spaces of the Cornwallis Valley seen from the mountains were a dream of loveliness. Here nature in serving the purpose of man has not lost her pristine beauty and the historic background with the traces of French culture formed a never-to-be-forgotten picture in their minds."

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**N**OW there is talk of Vancouver establishing a public museum and picture gallery in memoriam of Captain Vancouver and Captain Cook—concerning the former of whom an article appeared in the *CANADIAN COURIER* two weeks ago. The Art, Historical and Scientific Society are advocating to acquire the old court house for the purpose of keeping alive in the minds of Vancouverites what they owe to the great Pacific mariners who did so much to prepare the way on the western coast.

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**O**NE thousand dollars from Glace Bay, the celebrated mining town of Nova Scotia, has been voted for the relief of Fernie. This was voted at a public meeting of citizens; and how much sympathy connects miners distant thousands of miles may be feebly measured by the fact that Glace Bay optimists expect the total amount collected for Fernie to reach three thousand dollars.

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**M**OOON-GAZERS up at Dublin, near Stratford, Ontario, have been seeing a cross on the moon. The nature of the phenomenon, signifying as it does that regard for the supernatural is as strong among white people as among savages and children, is well delineated in the *Catholic Record*:

"At 11.30 the blue-embroidered veil that hid the moon from view was suddenly rent in twain, leaving a cloudless sky in the east. Affixed to the moon was a copper-coloured cross. In height the cross seemed about fifteen feet, or ten apparent diameters of the moon. The united arms of the cross measured about seven diameters of the moon; the sky was blue and free from vapour. The cross had no rugged edges; it was perfect in proportion and outline, and it remained in evidence a full half hour."

that he worked at a later period on the old Adelphi theatre building in Boston, and that when the men employed there refused to work with a negro, he organised a gang of negro bricklayers to take the places of the men who struck on that account. It was from the money he earned as a bricklayer in