POOR DOCUMENT

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COST OF LIVING AND OTHER CONDITIONS IN ST. JOHN AND WINNIPEG COMPARED BY D. RUSSELL JACK; "STAY HOME," HE ADVISES

Boom, Reaction, Boom is the Rule in Canada's Chicago—Some Interesting Figures as to Coal and Rent—A Dollar Here is Worth Two in the West—Harvesters Become Hoodlums En Route for the Wheat Fields.

(By D. Russell Jack.)

Winnipeg, Sept. 4—The history of Winnipeg is brief, and its outline may be quickly given. The first white man to penetrate the western prairies and to build the first fort on the site of the present city of Winnipeg was La Verandrye, a French-Canadian. At the junction of the Red and Assiniboine rivers he erected, in 1738, a fort which was known as Fort Rouge.

Fort Gibraltar was built, in 1804, on the bank of the Assiniboine river, where it joins the Red river, but was destroyed by fire eleven years later, after a fierce fight between the forces of the Hudson's Bay Company and the Great Northwest Company, in which the former were victorious.

Fort Garry, the next fort to be built, was named after a director of the Hudson's Bay Company, Nicholas Garry, and was not torn down until some years after its successor was erected in 1835. The second Fort Garry, which was built by Governors Mackenzie and Christie, was the headquarters both for the government and for the Hudson's Bay Company, until 1882, when it was sold and pulled down, stone by stone. This act has been described as the greatest act of vandalism in western Canadian history. The only part of the fort now remaining is the north gate, which is a picturesque and charmingly situated ruin.

The most important events recorded in connection with Fort Garry were the first Riel rebellion, and the seizing of Fort Garry by him in 1869, followed closely by the shooting of Thomas Scott and the arrival of the Red River expedition under General Wolseley in 1870.

The arrival of the relieving force was soon followed by the formation of the province of Manitoba, and the organization of the first government.

Boom, Reaction, Boom.

The first census of Winnipeg was taken in 1870, when it contained a population of 213 souls. Two years later the city was incorporated, and on January 5, 1874, F. E. Cornish was elected the first mayor. Then followed a period of phenomenal growth, and speculation of the wildest kind in city lots in Winnipeg was indulged in throughout the Dominion of Canada. Many of the readers of The Telegraph will remember the keen contests which took place in our city at some of the sales of Winnipeg city lots, in which shrewd lawyers and sharp business men bought land distant 1,900 miles away, never having seen it, simply because it looked well on the gaudily lithographed plan, and because they were assured by the smooth tongued speculator that it would be worth a fortune in a very short time to those who were fortunate enough to secure it. How many of these rash speculators hold their purchase today, or even realized a fair profit on their investment? Most of the lots thus bought were sold in a very short time for taxes, the buyer in many instances being unaware of such an eventuality until it was too late.

Following the boom there came the reaction, and for some time Winnipeg was a very quiet place. Then came another boom, and prices of land soared to figures never dreamed of, even by the wildest speculator of the old regime. Today the population of Winnipeg is stated to be 80,000, and bank corporations, which are supposed to be without souls, have paid between $1,500 and $2,000 per frontage foot upon which have been erected huge palaces of brick, marble, terra cotta, copper and iron.

The question now arises whether matters have reached high water mark, or whether the growth and expansion of the city will be continued indefinitely, until it becomes one of the greatest cities of America, the Chicago of Canada. A shrewd business man now residing here, who has the loaning of large sums of money, and who was for several years a resident of St. John, expressed his opinion to the writer that while present prices were fairly sure to hold their own, the future had been pretty heavily discounted, and the day for buying lots for speculative purposes had gone by.

As a matter of fact Winnipeg is a large city in area and population, but the population is largely of a migratory sort, a large portion of which is of foreign extraction and ready at the first sign of a reaction to seek other fields of labor. It reminds one of a huge raw boned youth upon whose frame the muscle and sinew and firm flesh must be developed, as it only can over a period of years, before he can be considered the fine looking man that he would wish to be.

Cost of Living is High.

Along the principal portion of Main street the buildings are fairly close together, but even here the eleven story bank building and the two story shack may be observed side by side. The further away from this centre the more widely the buildings are scattered until as one approaches the outskirts there is little else than farms which have been cut up into city lots, and await a purchaser. All this land is held at such an extravagant figure that to the man of moderate means purchase is impossible. One member of the grain exchange informed the writer that in order to secure a five room cottage of very moderate appearance and conveniences he was obliged to pay $500 per annum rent, and live a mile and a half distant from his place of business.

The cost of living in Winnipeg is extremely high. A newspaper costs five cents, a shave fifteen cents, soft coal costs from $8.50 a ton upwards. A six room flat in the Strathcona apartment house rents for $900 a year. The anthracite coal is principally brought across the Great Lakes for forty cents a ton to Fort William, from whence it costs $4 a ton by rail to this city. This makes the price to the consumer from $11 a ton upwards, even at which figure there is not a very large profit to the dealer. A man with an income of $1,500 per annum in St. John is better off than he who is in receipt of $3,000 and is obliged to live in Winnipeg.

The present bishop of Qu'Appelle, when dean of St. John's cathedral, Winnipeg, had the use of a very nice brick residence of moderate size, but as it required 25 tons of coal to heat it through the winter he made it a practice to abandon the upper portion of the building during the winter months and take up his quarters in the basement which was ample in size for all the requirements of himself and the caretaker. Thus the greater part of the $275 otherwise required for fuel was saved and his modest salary of $1,500 was exempt from at least one serious drain.

Sorry He Left St. John.

In conversation with a merchant from one of the smaller towns of the northwest, an Englishman by birth who left his native country when a boy and lived for years in St. John, which place he left about 1880, the speaker, while admitting that he had acquired a comfortable fortune and conducted a retail establishment employing sixty clerks, bemoaned his fate that he had even left the city by the sea, and wished himself back again, even if it were only on one-third of the income which he at present enjoys.

Winnipeg stands in the middle of a dead level plain, more closely resembling the steppes of Siberia than anything else that the writer has ever seen. Across this plain the winds constantly blow, so that in spring and autumn and winter the air is keen and penetrating, unbroken by sheltering hill or friendly mountain range.

The streets of Winnipeg are being laid out and paved in a manner that would be a credit to any city on the continent. The principal thoroughfares are from 100 to 130 feet in width, having concrete curbs, granolithic sidewalks, and asphalt roadway laid upon a concrete foundation. It would be money well expended for the city of St. John to send its inspector of streets to Winnipeg in order that he might have an opportunity of studying the manner in which the work is being carried on. Instead of the expensive curbstones of cut granite which have for many years been considered a necessity in St. John, the concrete might well be substituted at but a fraction of the cost, and the wretched wooden pavements which have cost us such a vast sum and are so constantly requiring renewal might very well give place to something more permanent.

The plan adopted here for the less frequented streets is to lay a driveway twenty-two feet in width from curb to curb, between which and the side walk a strip of grass is put down. In many places trees have been set out along the strip of grass, and the effect is such that in time the streets of the city will probably rival in beauty even the boulevards of Paris. The entire cost of these improvements is not paid for out of the general revenue of the city, but the property owner whose land fronts upon these improved roadways is obliged to contribute one half of the cost, both of sidewalk and roadway.

If this plan were adopted in St. John there would certainly be a more equitable distribution of road money, the more valuable portion of the city which contributes the greater portion of the taxes, would not be milked to pay for expensive roadways in the north end, as is at present the case, simply because a certain minority of the council are afraid to vote contrary to the wishes of their bullying leader.

In St. John we have gravel and other stone, clean sand in abundance, labor at one half the price that is paid in Winnipeg, and the advantage of cheap water carriage, by the aid of which the best English cement may be landed in our city at a minimum of cost. Why then can we not have better streets, better sidewalks and in every way a much better looking city? Upon many of our streets, a narrow sidewalk, well laid, with a moderate roadway having the balance of space laid down in sod, particularly in the north and west ends, and even in the south end, might be substituted for the macadam, which is but a poor makeshift as hitherto laid.

The writer was informed by the city engineer today that the asphalt street pavement costs about $2.60 a square yard, and the concrete curbing which includes a wide and well graded gutter, $2.20 a lineal yard. The city is spending $12,000 daily on the streets, and the estimate on account of street improvements for the current year is $1,200,000. Six years ago Winnipeg had nothing but muddy roads in which the wagons would sometimes sink up to the hubs of the wheels; today there are miles of as fine streets as will probably be seen in any city of America of the same population. The men who do the asphalting are colored men, five in number, experts in their particular line, and with their foreman, also a colored man, are brought from New York each summer ofr the purpose. They receive $2.50 a day, and the foreman $6.00 a day and their passage to and from New York is paid by the city. A strong effort had been made to induce some of the white men belonging to the city to learn the business, but they prefer to act as shovellers and carriers for the colored men at $1.80 a day. The city made quite a loss recently, by the destruction by fire of the asphalt works, but a new plant is now in operation, and the work is proceeding vigorously.

Disorderly Harvesters.

The harvesters from the older provinces appear to have been causing a great deal of trouble, as in former years, by indulging in all sorts of debauchery and in some instances even in criminal acts, very much to the annoyance of restaurant keepers and others along the line of railway. Two car loads of these individuals were attached to the train by which the writer left St. John, and upon arrival at Farnham on the following (Sunday) morning, no one would imagine that the car had been occupied during the night by civilized beings. As soon as the train drew into Farnham, fully twenty-five per cent of the excursionists made a dash for the nearest hotel in the hope of obtaining something to drink, but the proprietor had evidently been forewarned, as nothing was obtainable. Upon the special trains for excursionists only, matters were even worse. It is stated that restaurants were looted, farmers robbed, orchards raided, until finally the train crews received orders to rush their trains through past all stations, only making stops at water tanks when necessary. At one restaurant, not only was everything in sight carried off, but even the kitchen was raided, and a five gallon tin of coffee carried away to the train. One farmer is said to have been a helpless spectator while his prize pig was turned over on his back and ripped open with a big knife. Probably next year the Manitobans will supply them selves with Winchester rifles in anticipation of further annoyances. The following from the Manitoba Free Press would seem to indicate that the stories just related are by no means exaggerated. The first item is an extract from a letter published on Aug. 31st, and is as follows:

"Along this part of the unorganized territory of the Rainy River district where we are partly isolated, where towns are few and far between, and where for the most part, people are left to look after themselves, the yearly advent of the harvesters' excursion is looked forward to with much apprehension and dread. It is inconceivable sir, that honest and law-abidin citizens along the central divisions of the C. P. R. should be exposed to the ruthless and predatory attacks of a lot of irresponsible youngsters and illiterate 'yahoos' who seem to be given carte blanche as to their general behavior on and off trains. Empty whisky and beer bottles and other missiles are shied at everybody within reach, and not infrequently are the results serious if not fatal. A section hand east of Ignace is dead from the effects of a blow from a beer bottle thrown by one of the harvesters, and reports from other points east and west indicate that considerable trouble is caused by these obstreperous gents. Gardens are looted and in many cases destroyed, while should owners show a disposition to protect their property they are often roughly handled and treated to the vilest and most profane language. At this station a beer bottle was hurled at the writer's head and came within a couple of inches of the mark, and when the train stopped for orders a rush was made for an old log house near the track in which hay is stored and an attempt made to set it on fire. Others made a cow and chickens the object of their vicious pranks. And this has been going on for years and still not the slightest attempt made to remedy matters. People are therefore compelled to take such measures to protect themselves and their property as the circumstances warrant, and deal summarily with these offenders who are a standing menace to our safety and a disgrace to the community from which they hail."

The following from the same source is an indication of how the matter is regarded by the track men of the C. P. R.:

"Roadmaster Olsen, in a Port Arthur interview, said that during the past couple of weeks he had been given much annoyance on account of the harvest hands who were passing through. These men seem to have become bereft of sense, and whenever they see a section man they become inbued with the idea that he is there as a target for the excursionists and the man imagines that a hurricane has struck him. For a few minutes he is the centre of a fusilade, the farmers using as ammunition, bottles, cans, etc. On several occasions section hands had been severly injured, and Roadmaster Olsen, we understand has given orders that all section men take to the woods when an excursion train makes its appearance, as in this way they will be able to escape bodily harm. At Sprucewood an Italian section man was struck on the head with a bottle and another man received a nasty wound by being struck with an empty can."

"Stay at Home," Advises Mr. Jack.

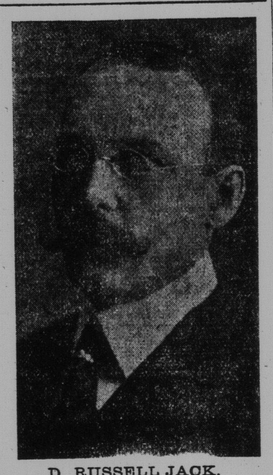
The street car service of Winnipeg is far above the average, in every respect, and has no doubt contributed largely to the high land values which prevail in suburban sections.

The writer has not yet discovered any of the individuals living in tents about the city, as has been reported in the press from time to time, but there are miles of houses of the very cheapest class, chiefly one story in height, covered with siding, and finished with sheathing inside. How people manage to exist in such quarters through the long and cold winters, it is difficult to understand.

While carpenters, masons and other mechanics obtain high wages during the summer months, there is a long period during which work of this kind is impossible.

A clerk in the C. P. R. offices or in a dry goods store receives no higher pay in Winnipeg than in a similar situation in St. John, the average wage for competent clerks being from $35 to $45 a month. When the high price for rent and fuel is taken into consideration it will be readily admitted that for the average man St. John is vastly preferable to Winnipeg. During the greater portion of the year for reasons which need not be further enlarged upon, life in Winnipeg, even for the man with money, is an existence rather than an enjoyment.

In conclusion the writer strongly advises all those who can make a living in New Brunswick to remain there rather than to be tempted to remove to Winnipeg by any tales of marvellous fortunes acquired in a short time.



D. RUSSELL JACK.

C. A. E Simonds in Western Politics.

Winnipeg, Sept. 12.—Leduc conservatives have nominated C. A. E. Simonds for the Alberta legislature. Cardstone conservatives have selected Haiker.

BOY WITNESS MUST BE FOUND

Chief Justice Tuck Issues Bench Warrant for Missing Complainant

IN STABBING CASE

Jury Will Be Summoned Again in a Week Pending Efforts to Find Lowe--His Timely or Untimely Disappearance Causes Talk in and Out of Court--Remarks by the Chief Justice.

Hampton, Kings Co., Sept. 12—The September circuit court for Kings county opened its session at the court house here at 10.40 o'clock this morning, with His Honor Chief Justice Tuck on the bench.

The grand jurors summoned were James McCarty, George Myers, William Gilliland, Albert Clark, William D. Fowler, James A. Floyd, Albert B. Pugsley, Geo. Suffren, A. W. Baird, Charles Burgess, Theodore Titus, Joseph Beatty, James G. Titus, Samuel T. Lamb, James E. Waddell, E. L. Perkins, William Bell, H. A. Myers, J. W. Robertson, Frank Keirstead, Walter Kilpatrick, Harry Titus, Haddon Hill and Isaac Campbell.

The petit jurors were: J. E. Richardson, Waterford; Wm. J. Forsyth, Waterford; Andrew McClary, Studholm; Melbourne Scott, Sussex; W. L. Belyea, Greenwich; Allan McCarty, Hammond; R. C. McMonagle, Hammond; Joseph Leckie, Upham; George Crawford, Welsford; Hugh L. McCormick, Kingston; W. H. Culbert, Sussex; Warren Mason, Studholm; J. W. Campbell, Norton; D. O. Laughey, Norton; A. L. Peatman, Greenwich; Millidge Laurence, Hampton; John Frost, Norton; William Purdy, Hampton; Richard McQuim, Cardwell; George S. Dryden, Sussex; J. L. Haslam, Studholm.

All the jurors on both panels were in attendance. James E. Waddell was chosen foreman.

His honor the chief justice congratulated the county on having so many men willing to devote their time and attention to the public duties demanded of them without providing any remuneration for their lost time and expenses, but he hoped all that would soon be remedied. In the present case it would be particularly hard for them, as he would have to require them to return in a week for a cause which he would subsequently explain. In the meantime he wished to express his regret that the municipal council continued to be so frugal in their provision for the comfort of the judges as was shown by the bare room in the rear. It used to be said that the marsh grass lands on St. John river paid all the taxes for Kings county. That would not hold good now, and even in Kings county there might be a slight increase in the burden if the court house were brought up to the standard of that in Gloucester county, which although in a smaller and less wealthy community, was far in advance of the building in which the court was now sitting; indeed, he might say it is the finest court house in the province. He understood also that although in response to a former presentment of the grand jury water had been brought to the building, no arrangements had been completed for using it within the building. In view of these facts he would receive any presentment which they might desire to make.

In the criminal case to be submitted to them—the King on the complaint of William Lowe, an immigrant boy, for stabbing—he had been informed on his way to court that the complainant was not forthcoming—whether by the complicity of others or not he could not tell—but as the preliminary examination included only the evidence of Lowe and Dr. Wetmore, after hearing the latter they would be relieved for a week until it could be learned whether Lowe was in the county or province or not.

His honor also expressed the opinion that provision should be made for the remuneration of grand jury men who are required—possibly at a busy season—to lose their time and pay their own expenses in attending upon the courts.

After the grand jury retired to their room to hear Dr. Wetmore's evidence, the clerk of the court called upon Lowe three times to "come forward and give evidence," but without avail. His recognizance was declared forfeited.

The petit jurors were called and as there were no civil cases were relieved from duty until Tuesday, Sept. 19, at 10.30 a. m., or upon the arrival of the 7.45 freight train from St. John, his honor expressing the hope that the business would be concluded so as to admit of them all getting away by the noon trains east and west.

Solicitor-General Jones appeared for the crown, it being his first case in Kings county courts, and E. H. McAlpine was present watching the case on behalf of the department of the interior.

A bench warrant has been issued for the boy. The case will not be dropped, but every effort to find out where the boy is and what was the cause of his absence today will be made. There is much talk about his failure to appear, and other developments may be expected. It is said here the boy has not been seen in Hampton for some days.

Seeking His Wife.

An Amherst man was in the city on Monday in quest of his wife.

His story was to the effect that returning to Amherst on Sept. 2nd from a business trip, he found that his wife had gone away, and taken her infant child with her. He made inquiries and came to suspect that a young Englishman had accompanied them.

Subsequently he came on to St. John and Monday evening went through to Boston. The trainmen told him that a few weeks ago a young woman with an infant had taken the express for Boston. She resembled a photograph the husband showed.

A Coming Wedding.

Miss Ethel Secord, of this city, and Gordon Alexander Stewart, of Boston (Mass.), will be married in Germain street Baptist church Wednesday afternoon, Sept. 20th, by Rev. G. O. Gates.

The groom will be supported by Frederick Secord, brother of the bride, and the bridesmaid will be Miss Ethel Stevens, daughter of Robert L. Stevens, Queen street. The bride's father is Geo. P. Secord, of Amherst. The groom is in the employ of the Library Bureau, Boston.

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THE TELEGRAPH PUBLISHING CO.
ST. JOHN, N. B.

Attractive Mid-Summer Dress

Nos. 1552 and 1553, combined, will make a dainty frock in fine, sheer materials for afternoon or evening wear at the seashore, lake or mountains.

No. 1552. Ladies' Waist. Cut in sizes 32, 34, 36, 38 and 40 inches bust measure. Price 15 cents.

No. 1553. Ladies' Skirt. Cut in sizes 22, 24, 26, 28 and 30 inches waist measure. Price 15 cents.

No. 1552 is cut in sizes 32, 34, 36, 38 and 40 inches bust measure, and is developed without a lining. Price, 15 cents.

No. 1553. A five-gored skirt lengthened by a tucked flounce, and the fullness at the waist laid in tucks to correspond. The pattern is cut in sizes 22, 24, 26, 28 and 30 inches waist measure. Price, 15 cents. For this entire costume in medium size 12 yards of 36-inch material and 24 yards of insertion bands.

FINED HIM ONLY $10.

Captain Kerrigan of St. John Schooner Comrade, at Scituate, Pleased with Courtesy of U. S Officials.

Scituate, Sept. 11.—For ten days the British schooner Comrade has been tied up at the wharf here awaiting the decision of the customs authorities at Washington regarding her skipper's failure to get his health certificate from St. John (N. B.) before he sailed for this port.

As the captain was liable to a fine of $5,000, and has been unable to touch the vessel's cargo, which the consignee was in need of, he was made particularly happy today by being advised that he had been fined only $10. He hastened to the customs house at Plymouth, entered the vessel, and this afternoon the cargo of shingles was being rapidly unloaded.

Capt. Kerrigan considers the small fine imposed was an act of courtesy by the customs authorities.

$84,000 for Stock Exchange Deal.

New York, Sept. 13—The sale of a seat on the New York stock exchange for $84,000, which is $1,000 more than the previous high record price, was announced today. The name of the purchaser was not made public.

For Boys

A Collegiate Business course, together with Manual Training, gives a full-round education to the boys who attend this residential school. For 40th annual calendar, address A. L. McCrimmon, LL.D.,

WOODSTOCK COLLEGE
WOODSTOCK, ONT.

College re-opens September 5th, 1905.

Girls

who attend this school obtain an especially womanly education fitting for home and wider influence as well. There are Preparatory and Collegiate courses as well as those in music, art, vocal expression, domestic science, etc. For Calendar, address

MOULTON COLLEGE
TORONTO, ONT.

College re-opens September 13, 1905.

FORMER TELEPHONE GIRL INHERITS MILLIONS

E. R. Whitney, the Aged Canadian Millionaire, Who Married Miss Bennett a Few Months Ago, is Dead.

New York, Sept. 10.—E. R. Whitney, the aged Canadian millionaire, is dead, and Anna Bennett, his 22-year-old wife, who only a few months ago was a telephone "central" at the Grand Union Hotel at a salary of $8 or $10 a week, has today a dower right at least in an estate variously estimated to be worth from $15,000,000 to $20,000,000.

News of the millionaire's death reached here yesterday from the White Mountains, where his wife took him early in July to try to save his life.

Mr. Whitney and Miss Bennett were married in St. Cecelia's church, Brooklyn, Sunday, May 7. As a marriage settlement Mr. Whitney gave his bride $100,000, and, in addition to that $15,000 for her trousseau. A cheque for $500 and a diamond sunburst were her wedding tokens.

Recent Charters.

Br. schr Mauna Loa, 99 tons, Perth Amboy to Chester (N S), coal, $1.25. Br schr Talmouth, 100 tons, St George to Yarmouth, coal, $1. Br. schr Scotia Queen, 108 tons, Weehawken to Canning (N S), coal, $1.15. Br. schr. S A Fownes, 123 tons, New London to Sackville, oak, $3.50. Schr Alma, 120 tons, same. Br schr Adelene, 193 tons, New York to St John (N B), coal, 80 cents. Br schr Ida M Shafner, 184 tons, New York to Charlottetown, oil, 35 cents and coal, $1. Br schr C R C, 241 tons, Philadelphia to Halifax, coal, $1. Br schr Winnie Lawrie, 215 tons, St John (N B) to New York, piling, p t. Schr Anna, 465 tons, St John (N B) to New York, lumber, p t. Br schr Rothesay, 299 tons, New York to Halifax and Charlottetown, oil, 35 cents. Br schr J L Colwell, 98 tons, Pt Johnston to Fredericton, coal, $1.50. Br schr Ronald, 268 tons, New York to Sackville, iron, $1.25. Br schr Vere B Roberts, 124 tons, same voyage, sand, $1.25. Schr Mary A Hall, 341 tons, Tusket to New York, spruce, $3.75. Br brig Aquila, 150 tons, Perth Amboy to Sydney (C B), coal, p t. Br schr Howard, 119 tons, Gaspe to New York, lath, 95 cents. Br stmr Concordia, 1,617 tons, Campbellton to Clyde, deals, at or about 40s, Sept. Schr Mollie S Look, 457 tons, Hantsport (N S) to N S Cuba, lumber, p t. Br bark C B Whidden, 349 tons, Moss Point to Havana, lumber, p t. Br stmr Dora, 1106 tons Gulf to Valencia and Tunis, lumber, 97s 6d. Oct.; Nor stmr Therese, 1117 tons, Miramichi to West Britain or E. Ireland, deals, at or about 41s. 3; Sept. Nor bark Carnegie, 933 tons, Annapolis (N S), to Rosario, lumber, $8. Br stmr Nemea, 2,259 tons, Port to Baltimore, part cargo ore, 11s 3d, balance licorice root from Batoum, 20s.; Sept. Bark Antooch, 869 tons, New York to W C Africa, general cargo, p t. Ital bark Scottish Chief, 689 tons. Br stmr Prince Arthur, 700 tons, Gulf-Cuba trade, six months, p t. Ital bark Maria, 938 tons (corrected), Grindstone Island to W. Britain, deals, 35s.

Yeast—"Why is a woman's pocket like the North Pole?"

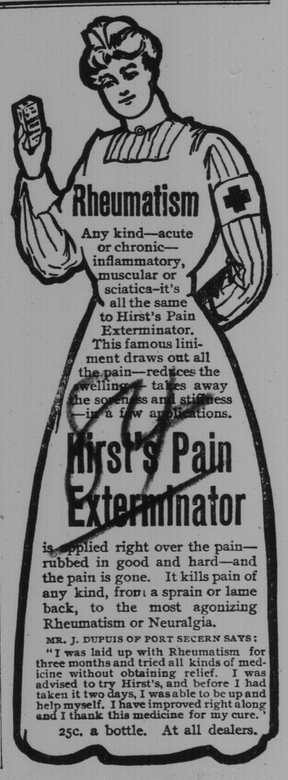
Crimsonbeak—"That's easy. Because the man doesn't live who ever discovered it."

The shilling that is borrowed is never so large as the one that has to be returned.

S. S. Convention.

Arrangements have been completed for the Provincial Sunday School convention in Moncton Oct. 17-20. The full programme and other particulars will appear latter. It is requested that all delegates appointed by schools foward their names in time to reach M. J. Steeves chairman of the entertainment committe, Moncton, not latter than Oct. 7.

At the convention C. G. Trumbull, editor of the Sunday School Times, the world's greatest Sunday school journal, and Mrs. J. W. Barnes, intermediate primary secretary, of New Jersey, will deliver addresses. Mrs. Barnes will conduct a primary institute for the benefit of all primary workers, morning and afternoon of Oct. 18.

Couldn't Tell Which.

"Boy," said the man in 23 as the bellboy entered his room, "go over to 26 and find out if that lady is moaning or singing. If she is singing ask the clerk to change my room; if she is moaning tell the clerk to notify the house physician."