

Foreign Missions

W. B. M. U.

"We are laborers together with God."

Contributors to this column will please address Mrs. J. W. Manning, 240 Duke St., St. John, N. B.

PRAYER TOPIC FOR JULY.

Prayer for Sunday School work, for patience and perseverance in difficult fields at home. For the reviving influence of the Holy Spirit.

NOTICE.

The W. B. M. U. Convention will be held at Fredericton Aug. 16th and 17th.

A Missionary Exhibit will be held under the direction of Mrs. Hartley of Florenceville. All persons having foreign costumes or curios will please bring them to Fredericton that they may be added to the exhibit.

There is a daily boat from St. John to Fredericton and two trains per day, one at 6.45 a. m., and another at 6 p. m. Delegates can get from almost any part of the province to Fredericton in one day.

THE TRAVELLING ARRANGEMENTS FOR THE W. B. M. U. CONVENTION AT FREDERIC- TON, N. B., AUG. 16.

The following railway and steamship lines will grant free return tickets on presentation of standard certificates procured at starting point and properly filled in and signed by the Secretary at Fredericton. The I. C. R., C. P. R., N. B. and P. E. I. R. R., D. A. R. and Steamship Co., Cumberland R. and Coal Co., Albert Co., R. R., N. B. Southern, Midland, Halifax and Southwestern R. R., Star Steamship Co., (St. John to Fredericton) and The Charlottetown Steam Navigation Co.

The N. B. Southern will issue standard certificates if ten or more persons travelling on that road, otherwise the return ticket will cost one-half first class fare. The arrangement with the C. P. R. is as follows:—If fifty or more delegates hold standard certificates correctly filled and certified as directed they will be returned free. If the number holding standard certificates correctly filled be less than fifty and more than ten, they will be returned over the C. P. R. at one quarter of first class fare, and for the rest of the journey free.

The attention of the delegates to the above arrangements for travel is specially requested, wherein it is possible to do so get standard certificates, when the ticket is purchased. When through tickets are purchased only one standard certificate is necessary. Otherwise for every ticket purchased a standard certificate should be obtained at the same time. This is true whether travel is of boat or rail.

M. A. Chubbuck,
Cor. Sec. W. B. M. U.

W. M. A. S. MEETING

Montague, P. E. I.

The annual meeting of the W. M. A. Societies opened on the afternoon of July 1st, with devotional exercises led by Mrs. Crandall of Murray River. The address of welcome given by Mrs. A. J. Robertson of Montague was replied to by Mrs. Price of North River, after which Mrs. Crandall delighted her hearers by singing a solo. Reports of societies followed, sisters reporting work done to be much as usual, some societies having increased to a considerable degree the amounts raised, others to their regret, not doing so well. A duet by Mrs. Crandall and Miss Mary Schurman was greatly appreciated. Our Provincial Secretary, Miss Wadman, read a letter from Miss Martha Clark, India, giving a descriptive and interesting account of the work in that part of the Master's vineyard. A paper read by Mrs. Gardner, East Point, gave an account of the first attempt at Missionary work in India, made by Mrs. Armstrong, (nee Miss Norris of Canoe). The sisters listened with great pleasure to the remarks made by Mrs. J. S. Clark regarding the work done by Mr. Clark and herself, among the Indians of the great North West. The Rev. Dr. Manning's eloquent address on Missions was listened to with deep interest. We regret that every member of the Association had not the privilege of hearing it. It was moved by Mrs. Price, seconded by Mrs. Crandall that a vote of sympathy be extended to Mr. and Mrs. Davison in their recent illness, and our prayers in their behalf that they may be speedily restored to health, if it be the Master's will.

After singing "Jesus Shall Reign Forever More," the meeting was dismissed by Rev. Dr. Manning leading in prayer.

Lizzie M. Dickinson,
(Acting) Secretary.

July 26th, 1905.

RECEIVED BY W. B. M. U. TREASURER.

From July 11th to July 18th.

New Mines, F. M., \$5; Tidings, 50 cts; Col. Woman's Meeting, Charlottetown, \$4.10; Hopewell Cape, F. M., \$6; Havelock, Digby Co., F. M., \$4, H. M., \$4; Port Lorne F. M., \$5; Sackville, Main St. F. M., \$37.15; H. M., \$3.40; Mira Gut, F. M., \$4.50, H. M., \$2.50; Centreville, F. M., \$17, H. M., \$2.29, Tidings 25c, Reports 10 cts, leaflets, 36 cts; Digby, F. M., \$15; Lockeport, F. M., \$7, H. M., \$5.26, G. L. M., \$2.68; Fairville, F. M., \$12.75; Middle Sackville, F. M., \$19, H. M., \$6, Reports 20 cts; St. Stephen, F. M., \$12, H. M., \$5, to constitute Mrs. Emily Smith a life member, F. M., \$12.50, H. M., \$12.50; Canning, F. M., \$7, H. M., \$2; Lewisville, H. M., \$4.25, for Mrs. Churchill's school, \$12; Havelock, F. M., \$19, H. M., \$10; Hampton, N. B., F. M., \$10, H. M., \$2, Reports, 10 cts; Salem Branch, F. M., \$13, H. M., \$4.25; Ludlow, F. M., \$7, H. M., \$5, school on Tekkahi field \$5, Tidings, 25 cts; Osborne F. M., \$4.40, H. M., 95 cts; Harper's Brook, H. M., \$5, toward Niss Clarke's salary \$6; Springfield N. S., F. M., \$4.50, H. M., \$4, N. W. 50 cts; Bay View, F. M., \$28.50; Weymouth, F. M., \$9.75; Boylston, F. M., \$5.50, H. M., \$3, Tidings 25 cts; Hillsboro, F. M., \$35.10, H. M., \$2.15; Southern Association N. B. collected \$3.29; Riverside F. M., \$7; Eastern Association N. S., F. M., \$5.26; Bridgewater, F. M., \$4.20, H. M., \$3.30; Glace Bay, F. M., \$13.55, H. M., \$6.95; Harvey, F. M., \$2; Albert, P. M., \$8.50; Murray River, F. M., \$5.25, H. M., \$3; Scotch Village F. M., \$8; Weston, Tidings 25 cts; Gaspeau, F. M., \$11.25, H. M., \$3.40, G. T. 70 cts, Tidings 25 cts, to constitute Mrs. Alfred Davidson a life member, F. M., \$12.50, H. M., \$12.50; Hartland, F. M., \$6; Springhill, F. M., \$2, H. M., \$7.35, G. L. \$2; Doaktown, F. M., \$10; Apple River, F. M., \$8, H. M., \$1.25; Inuro, Immanuel Church, F. M., \$14.25, H. M., \$5.50, De Bert, F. M., \$8.25, H. M., \$13; North River, F. M., \$4.75; West Jeddore, F. M., \$9, H. M., \$2.

Mary Smith,
Amherst, P. O. B. 63. Treas. W. B. M. U.

AWHEEL IN ENGLAND.

(Continued from page 5.)

One coming from Canada will be somewhat surprised at the strictness of the regulations here. You must have a bell, and this must be rung under certain circumstances. If riding one hour after sunset, a lighted lamp must be displayed on the wheel. In regard to other wheels and teams you must meet to the left and pass to the right. On the other hand the cyclist from Canada will appreciate the smooth, hard surface of the macadamized roads, the signboards and mile stones (not announcing the distance to Blank & Co.'s bargain store), and the notices of dangerous hills and curves. And to the stranger it would seem that the roads in England are mostly curves. They seem to have been constructed very much on the principle of the P. E. Island railway.

Yet there are some things that are not different.

The cyclist may expect to find that he has always to face a head wind just as in Canada. Also the long grades which he climbed up with such toil, relieved only by the thought of how he would come flying down on his return, have the same fashion of leveling themselves down to a hardly perceptible descent by the time he returns. Before I close these introductory remarks, let me warn those who bring their wheels with them to bring also their pumps. The English valve is entirely different, requiring a different connection, and except in the larger towns it is useless to look for a pump to fit an American wheel.

But not much actual wheeling has appeared as yet. Let us hasten on. Liverpool was left behind on Tuesday, June 27, and the train quickly carried wheel and me to Leeds. There we left the railroad and started up Wharfedale, the valley of the river Wharfe, considered to be the loveliest valley in Yorkshire. About seventeen miles brought us to Ilkley, past some of the most beautiful rural, or perhaps more accurately, agricultural scenery which I have yet seen in England. The night was spent at Ilkley, and next day we ascended the valley about ten miles further to Borden Tower, the chief point of interest being Bolton Abbey, seven miles above Ilkley. This is an Augustine foundation of the 12th century, and is partly in ruins. Part has been restored and is used for services. In one corner of the churchyard is a memorial to Lord Frederick Cavendish, assassinated in the Phoenix Park murder in 1882.

Before leaving Ilkley the need of a small strap caused me to call at a saddler's and a few chance words to another customer revealed the fact that he was a Baptist, and that a tea would be given that evening in honor of the first anniversary of their pastor's settlement with them. The tickets were to be nine pence. I then introduced myself, and promised to return in time for tea. This promise was kept, and a pleasant time was enjoyed. The pastor's name is Nightingale, but whether he is relative of the immortal Florence, deponent knoweth not. After the tea meeting came a concert, which lasted from

7.30 to 10.15. They didn't seem to think it anything unusual either.

Next morning my faithful wheel and I descended the Wharfe as far as Poole (about eight miles) and then turned north for Harrogate. This is a large inland watering place, noted for its waters, which Sam Weller described as having a "werry strong taste of warm flatirons." Not admiring that flavor myself, I did not try the virtue of the water. After dinner here were passed Ripley and Ripon, and reached Norballerton for tea. The cyclist then said that since leaving Ilkley we had covered sixty miles, and my legs corroborated the story. But a good supper and a dish of ice cream (made in the English way which is not good) put new vigor into the tired legs, and we set out on the last lap of sixteen miles to Darlington. A trifle over an hour and a half brought us into the city (of about 50,000) and a lodging was found at Perkin's Temperance Hotel. In former times the business of the city was largely in the hands of the Pense family, who also owned much of the land in the surrounding district. It was then known as the city of Pense, and plenty. The first passenger line in the world was the Stockton and Darlington railway, opened in 1825, through the enterprise of Mr. Edward Pense. The first engine used is still preserved and stands on the platform at Darlington Station. The weight of engine with tender was 8 tons, and the boiler pressure 25 lbs. to the square inch.

My subsequent wanderings have been manifold, but the account of them must be deferred until a later time. Suffice to say that they included a visit up the Teesdale district, and a trip through the Lake district, from Windermere to Keswick and Derwent water.

R. J. Colpitts.
Durham, July 7.

Equity Sale.

THERE will be sold at Public Auction at Chubb's Corner (so called,) corner of Prince William St. et and Princess Street, in the City of Saint John, in the City and County of Saint John, in the Province of New Brunswick, on SATURDAY, the FIFTEENTH DAY of JULY next, at the hour of twelve o'clock, noon, pursuant to the directions of a decretal order of the Supreme Court in Equity, made on Thursday, the fourth day of May, in the year of our Lord, One Thousand Nine Hundred and Five, in a certain cause therein pending wherein The Eastern Trust Company is Plaintiff and The Cushing Sulphate Fibre Company, Limited, is Defendant, with the appbation of the undersigned Referee in Equity the mortgaged lands and premises described in the Plaintiff's bill of complaint and in the said decretal order in this cause as follows, that is to say:—"All and singular that certain lot of land, messuage, tenements and premises, situate lying and being at Union Point (so called) in the Parish of Lancaster, in the City and County of Saint John and Province aforesaid, and bounded and described as follows:—Commencing on the Southeastern side line of the road at Union Point as defined by the fence and retaining wall there now erected at the intersection thereof by the North Eastern bank or shore of the Canal crossing the lot number 3 going thence along the aforesaid Southern line of said road, and a prolongation thereof North forty one degrees thirty minutes East by the magnet of A. D., 1898 seven hundred and ten (710) feet more or less to the shore of the river Saint John; thence along the aforesaid shore of the said river down stream following the various courses thereof to the North Eastern shore of said Canal and thence along the said Canal, North Easwardly to the place of beginning:—and also a right of way over and along said road for all purposes to pass and repass with horses and carriages laden or unladen; and also the right to use the wharf known as the Cushing Lath Wharf for landing pulp wood or other material required by the party hereto of the first part, but not to be used as storage place: And also the right in the Cushing pond to store and pile in the customary manner five million superficial feet of logs for the requisite purpose of a pulp mill: And being the whole of the lands and premises heretofore conveyed by George S. Cushing and wife to the said party hereto of the first part, together with all the mills, mill buildings, machinery, fixtures and plant of the said Company, in, on or about the said lands and premises and all the rights privileges and appurtenances to the said lands and premises belonging or appertaining and all the estate right title interest claim and demand both at law and in equity of the said party hereto of the first part, (being said Cushing Sulphate Fibre Company, Limited), in, to or out of the said lands and premises, mills, buildings, machinery, fixtures and plant aforesaid, and every part and parcel thereof, including all the buildings, machinery, fixtures and plant acquired by the said Cushing Sulphate Fibre Company Limited, since the execution of said Indenture of Mortgage in addition to or in substitution for any then owned by the said Cushing Sulphate Fibre Company Limited and placed in or upon the said lands buildings or premises."

For terms of sale and other particulars apply to the plaintiff's solicitors or the undersigned Referee.

Dated at St. John, N. B., this 9th day of May, A. D. 1905.

E. H. McALPINE,
Referee in Equity.

EARLE, BELYEA, & CAMPBELL,
PLAINTIFF'S SOLICITORS

T. T. LANTALUM, Auctioneer.

The above sale is postponed until Saturday the SIXTEENTH DAY OF SEPTEMBER next—then to take place at the same hour and place.

St. John, June 17th, 1905.

E. H. McALPINE,
Referee in Equity