London Advertiser

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LONDON, MONDAY, JAN. 16.

THE CITY'S ENGINEERING PROBLEM.

The city's engineering difficulties have not been settled, but they are at least being attacked.

The water commissioners are of opinion that co-operation between the present manager of the electrical department, Mr. Dark, and the head city engineer, Mr. Van Cleve, is impossible. They have asked for the former's resignation, and will refuse to pay the share of Mr. Van Cleve's salary (40 per cent.), for which they assumed responsibility.

The commissioners have not been able to entirely cut the Gordian knot. Mr. Van Cleve is an appointee of the council, which pays him the other 60 per cent. of his salary. Whether the council retains his services or not, the question of centralizing the control of the city's engineering work remains to be settled. It may be impossible to find an electrical engineer and a civil engineer combined in one person, yet neither branch can be run without regard to the other. The city has just had a lesson. It has cost $28,000 to put Niagara power wires underground in the business section, but the head city engineer serves notice that he will not be held accountable, the inference being that he considers the plans defective. This is the result of each engineering department going its own way.

The situation involves the whole problem of municipal administration. It is a powerful argument for a more centralized form of government. The whole executive responsibility should fall upon a single body, whether a commission or a board of control. In the meantime the council and the waterworks board must do their best to try to bring the two departments into harmonious relations if they cannot be actually combined.

SLANDERING THIS COUNTRY.

Western members of the House of Commons devoted two or three hours last week to an article in an English weekly, "John Bull," in which the Canadian west was grotesquely slandered by someone signing himself Louis Wain. This writer pictured hordes of young Englishmen lured to the west, only to find themselves snowbound, penniless and workless, "far from the beaten paths of civilized life."

"Utterly incapable of helping themselves, these poor wretches just keep life together until they have tramped to a chance charitable homestead, and if they have not the strength to work they may end existence in some lonely hollow, or at best make for the nearest township, there to lounge out a wretched, broken-down life until another winter relieves them of their sufferings."

The writer goes on to say the west is no place for decent women. On this topic he is picturesquely scurrilous:

"In the country life claims its holocaust, the town life out west is little better. Western Canada is no place for the gentlewoman. The woman population is composed largely of half-castes of a degenerate type, often redeemed women who have been sent out by rescue societies to fall back into a worse state than they were drawn from, and the lowest class of domestic servant, who, if she is at all good-looking, soon falls into wild life, for the girls are of too low a class for most of the men to marry. The few better class women who do come out and marry, suffer, and suffer badly, from hardships which only the brawny, strong, animal type of countrywoman can stand.

"There are, of course, many good women in the towns, but they live in the midst of temptation, and are plagued by a class of men vulgarly called 'remittance men,' and their hangers-on. These are men who receive monthly or quarterly remittances from distant relatives abroad. They crawl about, with sunken heads, aged and careworn, more often than not just out of their teens. Their hairs are covered up, brothels, and officialdom winks."

It was appropriate that the reply to this Munchausen should come from Messrs. Lake, Burrell, Clark and Smith, all western members of Parliament, and all born in England. They are living examples of the opportunities of the west for the right kind of Englishmen. But they attached too much importance to "John Bull" and its owner. The latter, Horatio Bottomley, M. P., is a financial promoter, with whom journalism is a side-line. He is a professional sensation-monger and a defendant in more libel suits than any other publisher in the British Isles. The other day he was heavily mulcted in damages for publishing an article reflecting upon the daughter of a high official of the court. He was elected in 1906 as a Liberal, but it suited his self-advertising game to denounce important Government measures, including the budget. In the general election last month the Liberal association of his riding, South Hackney, disowned him, and threw its support to a Labor candidate, but he held the seat. The chief aim of "John Bull" is to exploit Bottomley, and retail scandal that will sell. The attention given it in the Canadian Parliament is the sort of thing it likes.

THE EIGHT-HOUR BILL.

Mr. Verville's eight-hour bill, now before the House of Commons, has been under a cross-fire.

The bill in its present form provides that no mechanic or laborer shall be required to work for more than eight hours a day in constructing or repairing any public building; any additional hours to be paid for at the rate of not less than time and a quarter. In its original form it applied to all Government work, including the building of locomotives, canals, dredges, ships, supplies, the making of uniforms, rifles, paper for Government printing offices, and other public supplies.

Mr. Verville has been censured by several trades unions for consenting to limit the application to public buildings. He pleads that the original bill would not be approved by Parliament. In its restricted shape it would be adopted, and it would at least introduce the eight-hour principle, and pave the way for its wider acceptance. This is the view of the Minister of Labor, to which Mr. Verville has deferred.

Mr. Lalor, of Haldimand, Conservative, opposed the bill in any shape, on the ground that it increased the attractions of the towns and cities for the laboring class, and made it more difficult for the farmer to obtain help. Two or three other members for rural constituencies expressed similar opinions. On the other hand, Mr. Borden declared himself in favor of the original bill. Those who attacked the bill from Mr. Borden's standpoint were accused by the Minister of Labor of seeking to embarrass Mr. Verville, since the wider measure had no chance of adoption.

The discussion will be resumed this week, and if the bill is pressed to a division there will be some interesting cross-voting.

Six years at Kingston for General Manager Travers. The moral effect of a sentence of this kind goes a long way toward providing safeguards for the banking system.

The British capitalists are formulating a scheme to place British market gardeners in Ontario. This province is better adapted to British farmers than is Western Canada. It is surprising that so many of them have given Ontario the go-by.

Mr. W. R. Brock, of Toronto, a director of the London Electric Company, says that Mr. Beck agreed to press upon this city a proposal to pay the company's shareholders 50 cents on the dollar. This is the first intimation that Mr. Beck consented to do anything of the sort. The council, in refusing such an offer, imagined that it was acting in accordance with his views.

The first British by-election since the general election will be held in the Horncastle division of Lincolnshire. The Unionist candidate throws tariff reform overboard. He says he "doesn't want food taxes to enter into the contest." This is an easy way of getting rid of an inconvenient issue, but what about the consistency of it?

British and German jingoes are again making faces at each other. The Persian situation is a delicate one for both countries, but if properly handled may be made the basis for an accommodation. Rightly or wrongly, Germany imagines that Great Britain is trying to oppose German economic development in the Near East. There are eminent British students of foreign affairs who think that Germany's eastern ambitions should not be blocked. They believe that if she is allowed to expand in that direction she will be less eager about increasing her power in the North Sea.

MISUNDERSTOOD.

[Yonkers Statesman.]

Angry Diner—Waiter, there's a fly in this soup!

Patient Waiter—Yes, sir. "Remove it at once!" "The fly, sir?" "No, you idiot! The soup." "And leave the fly, sir?"

A LONDON FAMILY.

(Ottawa Journal.)

That old poem of Mrs. Heman's which occupied a prominent place in all the school books of a generation or two ago, telling how the children of one family grew up to different pursuits, and how their graves were scattered throughout many lands, often has its parallel in real life. For instance, yesterday the Journal recorded the death of the Chatham chief of police, a man who formerly was a pugilist and fought once for the middleweight championship of America. His two brothers are still alive and prominent Canadian missionaries in the Chinese provinces. That brothers could graduate from the family circle one to the prize ring, and others to the missionary field, represents about as far a division in civil pursuits as the most daring fiction would record.

THE TARIFF AND POLITICS.

(Ottawa Free Press.)

If Mr. Nesbitt's scheme provides for giving the proposed commission full power to fix and change the schedules, as is the case with the railway commission, the Free Press is unable to follow him. The tariff must remain "in politics" and the responsibility for establishing and rearranging the schedules must, in the last analysis, be left to the government in power.

But it is most advisable that there should exist some machinery for the constant collection and arrangement of data pertaining to the working out of the tariff. Such information would be invaluable to the ministers in the preparation of the tariff and all of it that was not of an essentially private nature should be available to everybody.

ON CHEAP LIGHTING.

(Brantford Expositor.)

The Guelph Herald says that in Guelph they have been trying to work out the Hydro-Electric rates on a business basis. What sort of method has London been trying, seeing that the house-lighting rates there are only about one-half those being charged in Guelph and Stratford?

WHY C. P. R. STOCK SELLS HIGH.

[Toronto Star.]

The Springfield Republican propounds the following question:

Canadian Pacific now joins Union Pacific as a ten per cent transcontinental road. But its stock sells above 200, while that of Union Pacific is around 173. Why? Then there is Lehigh Valley, which in a ten per cent dividend rate also sells in the 170's. Why should not ten per cent stocks in railroads this side of the border have as high an investment and speculative value as ten per cent railroad stocks on the other side?

The value of stocks does not depend on the dividend. There is one on the Standard Exchange today which pays an eight per cent dividend, yet sells at only fifteen cents per one dollar share. The high price of the Canadian Pacific stock is due to the knowledge of that railway's tremendous resources in lands and equipment, to the certainty of its earning power being maintained, and to the prospect of many melons yet to be cut.

A HURON VETERAN.

[Toronto News.]

After 50 years of the most efficient service in one public school near Clinton, in Huron County, Mr. George Baird has retired from the teaching profession. A teacher of the thorough old painstaking type, he has been for half a century an institution and a blessing to the neighborhood in which he worked.

NOT THAT WAY.

[Punch.]

Clergyman (returning on Christmas morning from the sick bed of aged parishioner, to very deaf woman)—Poor Mr. Smith is in a high fever.

The Woman—The same to you, sir, and many of 'em.

AN INDICATION.

[Scotsman.]

"Did you think they approved of my sermon?" asked the newly-appointed rector, hopeful that he had made a good impression.

"Yes, I think so," replied his wife, "they were all nodding."

DANGER IN THE HAIR.

[Hamilton Spectator.]

What with hatpins, hairpins and combs, the head of the average woman is as dangerous as a powder magazine these days.

BRITISH COLD.

[Winnipeg Free Press.]

A proposed overflow of accumulated capital annually is something prodigious to contemplate. That Great Britain should have so large a surplus of land cash, $1,000,000,000 a year, to invest abroad, is a staggering fact, which helps in the realization of another fact, namely that Great Britain dominates the world.

HOW MANY OF THEM DO?

[Chicago News.]

A girl with a good figure, wavy hair, a smooth complexion and pretty teeth never has to worry about beaux.

THE SNOWSTORM.

(Ralph Waldo Emerson.)

Announced by the trumpets of the sky,
Arrives the snow, and, driving o'er the fields,
Seems nowhere to alight; the whitened air
Hides hills and woods, the river, and the heavens,
And veils the farmhouse at the garden's end.
The sled and traveller stopped, the courier's feet
Delayed, all friends shut out, the house-mates sit
Around the radiant fireplace, enclosed
In a tumultuous privacy of storm.

Come see the north wind's masonry.
Out of an unseen quarry evermore
Furnished with tile, the fierce artificer
Curves his white bastions with projected roof
Round every windward stake, or tree, or door.
Speeding, the myriad-handed, his wild work
So fanciful, so savage, nought cares he
For number or proportion. Mockingly,
On coop or kennel he hangs Parian wreaths;
A swan-like form invests the hidden thorn;
Fills up the farmer's lane from wall to wall,
Maugre the farmer's sighs; and at the gate
A tapering turret overtops the work.
And when his hours are numbered, and the world
Is all his own, retiring as he were not,
Leaves, when the sun appears, astonished Art
To mimic in slow structures, stone by stone,
Built in an age, the mad wind's night-work,
The frolic architecture of the snow.

Her Face and Body Were Litterly Covered With "BOILS."

Burdock Blood Bitters Cured Them.

Mrs. John H. King, Johnston, N.B., writes:—"Last summer I was very much troubled with boils, and my face and body were literally covered with them. A friend advised me to take Burdock Blood Bitters. I got three bottles, and before I had taken all the first one my boils began to go away. I had just taken a few doses out of the last one when they all disappeared. My husband has also used Burdock Blood Bitters with much benefit."

Boils in themselves are not a dangerous trouble, but still, at the same time, are very painful. They are caused entirely by bad blood, and to get rid of them it is necessary to put the blood in good condition, and for this purpose there is nothing to equal that old and tried remedy, Burdock Blood Bitters.

Manufactured only by The T. Milburn Co., Limited, Toronto, Ont.

POLICE ARE AFTER ALLEGED HORSE THIEF

William Blakey Is Being Sought on a Very Serious Charge.

Detective Egelton put in several hours of the most strenuous work early yesterday morning in an effort to run to earth William Blakey, who it is alleged, stole a horse from Mr. Dan Waide and a cutter from some person in London Township, and sold them in this city to Alex. Henderson, proprietor of a local moving van.

Blakey, it is said, had been drinking all day Saturday, and it is believed he stole the articles in order to get money to get more liquor.

The horse was out on Mr. Waide's farm in London Township, eight miles from the city, and Blakey rode on its back down the road to some neighbor's place and helped himself to a cutter.

Arriving in London he disposed of the whole outfit to Mr. Henderson for a few dollars.

Detective Egelton was notified and searched without avail for Blakey. It is expected that he will be arrested shortly.

LEAVING TIME FOR MANY ENGINEERS

Quite a Number Have Left the City Hall the Past Year.

There has been quite a procession of engineers out of the city hall during the past year.

In a little over a twelvemonth over half a dozen experts have passed out of the building.

Mr. John M. Moore, who was in charge of the waterworks department for many years, resigned.

Engineer E. I. Sifton, the first electrical engineer of the city, had a difference of opinion with the board, and resigned.

Mr. D. P. Roberts, who succeeded, was named electrical expert for the British Columbia Government, and resigned.

Engineer A. O. Graydon, who had been city engineer for 21 years, resigned under pressure. His resignation was accepted. He was then named consulting engineer, and later summarily dismissed.

Engineer Van Cleve was employed as head engineer, but was asked for his resignation by the water commissioners, owing to a conflict of authority.

Manager Dark was also asked to tender his resignation for the same cause as Mr. Van Cleve.

Mr. A. E. Graham was in charge of the installation of the machinery, but he left to go to Winnipeg.

There are only two engineers left—Mr. George W. Wright, assistant city engineer, and Mr. Willis Maclachlan, electrical engineer.

WOUNDED MAN

Continued From Page One.

and Brakemen Murray and West were sleeping. In the second, Conductor Johnston, Sarnia, and his crew were asleep.

The Collision.

In an instant there was a terrific crash. The caboose of the Hamilton train and that containing the Mimico crew telescoped, and turned end to end at right angles to the track, the latter on the south side. Conductor Johnston's caboose was smashed and raised off the trucks. The west end piled into the wreckage. On the other side two box cars, also derailed, were jammed against the debris. The platforms were torn from both Johnston's caboose and another to the east, which had come in on an earlier train. It was unoccupied, however.

West was sleeping on a bunk, just under the cupola. The crash threw him on the floor. Seizing his clothes, he climbed out through an opening near the cupola. Murray was thrown out through the wreckage, but his foot was caught under some heavy beams. He was easily cut out by his companions.

Armstrong Badly Injured.

Armstrong fared the worst. He was soundly sleeping on his bunk, when the collision took place. He was doubled up, and jammed into the head of his bunk. A steel beam caught his left leg, and ground its way into the flesh, holding him fast.

The car was raised up six or eight feet, and as the men chopped it away it settled down, binding him tighter, and causing him excruciating pain.

Every effort was made to get him out, but it was a very difficult task. Once the car caught fire.

The fire department were summoned, and they responded quickly. However, the men in charge put the fire out with buckets, and this added horror was prevented.

Work of Rescue.

For 45 minutes the wrecking crew worked to get the man out. The iron beams had to be sawed in two, and this tedious and nerve-racking task greatly affected the injured man. He was clothed only in his undergarments, and the cold, piercing wind cut its way into his very vitals.

Dr. Drake, Dr. Seaborne and Dr. Lindsay, with two ambulances were soon on the scene. As soon as he could Dr. Drake administered some pills to Armstrong to deaden the pain.

This relieved him somewhat, and the rescuers worked harder. He was lying crosswise of the track, and when the steel bar was cut in two, he was taken out.

His condition was pitiable when he was removed. His legs were doubled and cramped under his body. They were numb with the cold. His right leg was broken just below the knee. His face was cut and bleeding, and dirty with the dust of the wreck. His left foot was smashed, and it was feared that he was internally injured.

Asked For Wife.

"Get me to a long distance telephone—I want to talk to my wife," he

He could not be turned in his purpose, and when the hospital was reached he called up his wife—a bride of a few months—and told her himself of his injuries.

This done, he was taken to the operating room, and his injuries dressed. It was found that he was badly injured, but it was thought that he will recover unless complications set in.

Armstrong spent a good night and his condition is quite satisfactory this morning.

Murray had his foot crushed, and he suffered somewhat from the shock. One of his toes was so badly smashed that it had to be amputated.

West was shaken up, but was all right otherwise.

How It Occurred.

"We were sleeping in the caboose, waiting for orders to be sent back," said Brakeman West. "I was on the bunk near the cupola. Conductor Armstrong and Brakeman Murray were down below. We came in during the night and, being tired, we naturally went right to sleep. I felt the car going gradually up, when suddenly I was thrown on to the floor. Seeing an opening near the cupola, I grabbed my trousers and got out in a hurry."

West was in his stocking feet, but was taken to a house nearby, and taken care of.

Conductor Johnston and crew, of Sarnia, were in the caboose next to the one smashed. They were given a severe jarring, every one of them being hurled out of their bunks. However, other than a severe shaking up, they were not injured. They were sent back to Sarnia last evening, and were not asked to take a train out.

The Loss.

The loss will be about $1,000. The two cabooses were completely wrecked, and two other cars were derailed and damaged.

An investigation is being conducted by the officials. The exact cause could not be learned, but it was thought that the crew of the Hamilton train misunderstood the signals.

LONDON AND PT. STANLEY BOARD WAS ORGANIZED

First Meeting of 1911 Was Held in City Hall This Morning.

The organization meeting of the directors of the London and Port Stanley board was held at 11:15 this morning, at which mayor Beattie was elected as president for the coming year.

Ald. J. H. Saunders was chosen vice-president. Ex-Mayor Samuel Stevely was named representative on the board from the board of trade.

There was little business to be transacted. J. M. Green & Sons, of St. Thomas, asked the board to either sell or lease them a strip of land in St. Thomas. The matter was referred to Mayor Beattie, City Solicitor Meredith and the engineer, to take up with the firm.

The question of electrifying the road was taken up, and it was decided to ask the local engineers to give an estimate of the cost of this work.

A few accounts were passed. Those present were: Mayor Beattie, Ald. Saunders, Ald. Richter, Ald. Eckert, Ald. Donnelly, Ald. Morgan, Ald. Cooper, Samuel Stevely and Secretary S. Baker.

FORTY-FIRST ANNUAL STATEMENT
—OF—
THE ROYAL BANK OF CANADA

GENERAL AND COMPARATIVE STATEMENT

LIABILITIES

	Dec. 31, '09	Dec. 31, '10
To the public:		
Deposits bearing interest	$33,456,828 85	$51,709,181 96
Deposits not bearing interest	16,955,930 07	19,737,130 43
Interest accrued on deposits	64,863 16	318,239 13
Deposits by other Banks in Canada	344,507 23	315,055 75
Total deposits	$50,822,129 31	$72,079,607 27
Notes of the bank in circulation	4,579,678 65	5,925,890 24
Balances due to agents in Great Britain	241,178 65	
Balances due to agencies of the bank and other banks in foreign countries	215,724 26	647,035 76
	$55,858,710 87	$78,652,533 27
To the Shareholders:		
Capital paid up	5,000,000 00	6,200,000 00
Reserve fund	5,700,000 00	7,000,000 00
Dividend No. 89 (at 10 per cent per annum)	123,657 73	
Dividend No. 93 (at 12 per cent per annum, payable 3rd January, 1911)		174,000 00
Former dividends unclaimed	340 08	582 75
Rebate on bills discounted, not yet due	140,000 00	240,000 00
Balance of Profits carried forward	228,393 94	243,230 93
	$67,051,102 62	$92,510,346 95

ASSETS

Gold and silver coin	3,560,347 62	4,141,664 06
Dominion Government notes	4,993,532 25	8,530,488 25
Deposit with Dominion Government for Security of Note Circulation	200,000 00	310,000 00
Notes of and Checks on other banks	3,746,967 84	4,215,937 06
Balances due from other banks in Canada	49,568 98	56,819 77
Balances due from agents in Great Britain		401,344 30
Balances due from agencies of the bank and other banks in foreign countries	753,327 69	2,069,811 53
Government and municipal securities	1,633,129 20	2,342,186 60
Railway and other bonds, debentures and stocks	6,831,437 93	7,979,844 35
Call and short loans on stocks and bonds	9,638,309 62	7,178,574 43
	$31,406,621 13	$37,226,670 35
Loans to other banks in Canada	371,921 44	337,903 88
Loans to Provincial Governments	157,951 17	553,469 72
Current loans and discounts	33,644,705 10	52,471,208 98
Overdue debts (loss provided for	25,657 09	45,107 71
Bank premises	1,444,246 69	1,875,986 31
	$67,051,102 62	$92,510,346 95

PROFIT AND LOSS ACCOUNT

Net profits for the year, after deducting charges of management, accrued interest on deposits, full provision for all bad and doubtful debts, and rebate of interest on unmatured bills	$951,336 99	
Balance of profit and loss account, Dec. 31, 1909	228,393 94	
		$1,179,730 93
Appropriated as follows:		
Dividends Nos. 90, 91, 92 (at 11 per cent per annum) and No. 93 (at 12 per cent per annum)	586,500 00	
Written off bank premises account	200,000 00	
Transferred to officers' pension fund	50,000 00	
Transferred to reserve fund	100,000 00	
Balance of profit and loss carried forward	243,230 93	
		$1,179,730 93

RESERVE FUND

Balance at credit 31st December, 1909	$5,700,000 00	
Premium on new stock	1,200,000 00	
Transferred from profit and loss account	100,000 00	
Balance at credit 31st December, 1910		$7,000,000 00

Average paid-up capital during 1910, $5,200,000.

W. B. TORRANCE, Chief Inspector.

EDSON L. PEASE, General Manager.

Your Liver is Clogged up

That's Why You're Tired—Out of Sorts—Have No Appetite.

CARTER'S LITTLE LIVER PILLS will put you right in a few days. They do their duty. Cure Constipation, Biliousness, Indigestion, and Sick Headache.

SMALL PILL, SMALL DOSE, SMALL PRICE

GENUINE must bear signature

Brent Good

NO DAMMING OF THE LONG SAULT

Canadian Delegation Says U. S. Goverment Will Prevent it.

ST. LAWRENCE TO BE FREE

Congress ot Likely to Hany Any Part of It Over to a Corporation.

[Canadian Press Dispatch.]

Montreal, Jan. 16.—"The Canadian delegation which went to Washington to protest against the proposed damming of the St. Lawrence by the Long Sault Development Company was given a patient and careful hearing by the harbors and rivers committee of Congress, and I don't think there will be any rash move made," said Mr. Thomas Robb, who returned yesterday from Washington, as representative of the Shipping Federation in the matter.

"We went over the matter thoroughly," said Mr. Robb, "and I think that as a result if the United States Government permits any damming of the St. Lawrence the whole thing will be done under the control of an international board.

"From the evidence put in I do not think it possible that Congress will ever grant to any corporation control of the waters of the St. Lawrence.

"So far as the opinions expressed by members of the Canadian delegation were concerned, we should be quite satisfied to leave the matter under the control of an international commission. There is every indication that the whole matter will be taken up by the United States and Canadian Governments and settled possibly by an international waterways commission, if this body is reconstituted on a permanent basis."

The party consisted of Messrs. John Kennedy and David Seath, for the Montreal harbor board; Mr. Thomas Robb for the Shipping Federation; Mr. Colonel hue, of the Richelieu and Ontario Navigation Company, with two of their pilots and Mr. Allison, representing the town of Morrisburg.

WINGHAM.

Wingham, Jan. 16.—Special services here were conducted in the Baptist Church by Brigadier Chandler, of the Salvation Army, yesterday. Excellent music was given by the choir in quartettes and solos, under the management of Mr. John Henry Christie. The church has been without a pastor for a short time, and the pulpit has been filled with supplies. The Rev. Mr. Collins, of Oil Springs, has accepted the pastorate, and takes charge next Sunday. The church was lately occupied by the Rev. W. L. Steeves, now of Egerton Street Baptist Church, London.

WESTERN ONTARIO BIBLE SOCIETY

Annual Meeting on Tuesday Night in First Methodist Church.

The Western Ontario Bible Society will hold its annual meeting tomorrow evening in the First Methodist Church. An address will be given by Rev. J. W. Graham, D.D., formerly pastor of this church, and now general educational secretary for the Methodist Church in Canada, on the subject, "The Living Word." An address will be given by Rev. R. I. Bowen, district secretary, and Rev. Dr. Ross and Rev. Richard Whiting will conduct the devotional exercises.

A special musical programme will be rendered by a massed choir from the city churches under the direction of Mr. A. D. Jordan, organist of the First Methodist Church. Two selections will be given from a classic oratorio.

The past year has been unusually successful in the work of the Bible Society, and a large attendance is expected.