

same law has been in force, and while modern machinery has to a large extent taken the place of manual labor, yet man has to exercise that thoughtfulness of mind which is necessary to keep abreast of the age and thus call into force the knowledge and truth of the saying that "God helps those who help themselves.

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IN speaking of the Princess May we are pleased to see such an active interest taken by the ladies, of not only Manitoba but of Canada, in presenting our future Queen with a suitable present. Such a present will be a token of not only loyalty but of a bond of unity which is expressed by one and all, whether rich or poor, high or low. We noticed in a recent issue of *Grip* that there was some mistaken idea among the ladies of the Queen City as to who should give, there being a prevalent idea that the invitation read "to the ladies of Toronto." In this case the said ladies according to *Grip* were puzzled as to what they would do for contributions, the amount from the lady source being very small. As a remedy one of the committee is said to have proposed that they ask all the dressmakers, saleswomen, servants, etc., which was not very well received, but as money was wanted it had to be acted upon. If this is true, we can inform *Grip* that the ladies of Winnipeg made no such blunders. The city was divided into districts and every woman asked to give something. The widow's mite was received the same and counted the same as the rich woman's five dollars, all were alike loyal in a common cause. The ladies of Winnipeg are ladies in the true sense of the word, and can teach some of their older sisters something in the performance of their duties. We of course do not believe that things were as bad as *Grip* represented, but where there was a

little smoke there must be a little fire, or we think *Grip* would not have referred to it.

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SINCE the advent of electricity as a motive power it has been a subject of discussion as to whether our Electric Street Railway should not give us a Sunday service. With the tendency which cities have of spreading out along the route of electric lines it would seem as if some kind of means for reaching church other than walking is a necessity. We believe that the Sabbath was made for man and not man for the Sabbath, and where the churches are hard to reach, especially on a Sunday morning, we think that it would be no harm to let electricity do a little work in that direction. We know there are plenty of people who would prefer remaining at home on a Sunday than riding in the cars to church, but it is this class of people who need the most watching through the week. In the country people think nothing of hitching up their horses on a Sunday and taking the whole family to church, and why the same people object to being taken by the electric motor is hard to see. By Sunday street cars we do not mean a regular traffic from 6.30 a. m. to 12 p. m., but only during the time necessary to go and come from church and Sunday School. In another year or two we will doubtless see electric roads in all directions, and the present system of using horses largely done away with. It will then be necessary to use what Providence has so wisely provided us with if we would not stay at home, and by making the start now we will do much towards increasing the church attendance, and probably the collection.