

meaning English advocates of prohibition has led them up against awkward problems. They observe that exercises that make the moderate users of stimulants thirsty are aids to the liquor cause which cannot be overlooked. Therefore, dancing, except in cold water circles, athletics, save among unbending teetotallers, rowing, walking, and exercises which quicken the circulation of the unpledged, must be sternly discouraged. This view of the situation at least promises the prohibitionist his exclusive right to more than half the pleasures of life.

Several merchants have informed me that their sales of Christmas goods this year have been larger than in any previous year since they were in business. This, to say the least of it, is promising, and practically demonstrates that beneath the perpetual cry of hard times there is an undertone of confidence in the future. It is true that, as a rule, prices were low, much lower than they ever were at a corresponding time in former years, but it also gratifying to observe that there are numerous persons who have money to spend. The purchaser is able to obtain a larger quantity of merchandise for his money than heretofore, for at no time in the history of this country would a dollar buy as much as it will at the present time. All kinds of goods found a ready sale, as sellers were willing to accept low prices so that they might turn their wares into cash, for in the present state of the wholesale market they knew that their shelves can be quickly replenished. It seems to be desired to keep trade in progress rather than to insist on a large per cent of profit.

For the purpose of securing the rapid transport of dressed hogs, poultry, butter, cheese, etc., between Manitoba and British

Columbia points, the Canadian Pacific Railway company despatches a special car from Winnipeg at intervals during the winter. This car is designed to carry less than car load lots, and will take the place of the refrigerator car service in the summer. Lots of the products named will be picked up at any point on the main line between Winnipeg and Moose Jaw, destined for shipment to Canmore and points west to the coast. This special car service will leave Winnipeg on the following dates: January 10 and 24, February 7 and 21, March 7. The refrigerator car service over this route during the past summer season carried 700,000 pounds of butter, cheese and eggs. All this was taken from stations between Winnipeg and Moose Jaw inclusive, on the main line, for British Columbia points.

Sir Charles Tupper has contributed to the *Canadian Gazette* an article giving his memoirs of the late Sir John Thompson, in which he says:

"I knew Sir John Thompson since he was a clerk in a lawyer's office in Halifax. Later he was a reporter for the Nova Scotia Assembly, in which capacity his work was accurate and admirable. From this pursuit he was called to the bar, where he showed the greatest acumen, never missing a point. In 1885, when Sir John A. Macdonald offered him the position of Minister of Justice, he listened to all that could be said of the service he might render Canada, but would not leave the Bench except with the concurrence of his closest friend, the Rt. Rev. John Cameron, Bishop of Antigonish."

Sir Charles says he himself saw the Bishop afterwards, and that subsequently Sir John accepted the position.

"While Sir John was in the Cabinet, in 1887-88, great weight was attached to his judgment. He was always genial and rather diffident, but gave his opinion not in

a hesitating spirit, but with a wealth of argument and good sense."

Sir Charles explains that he (Tupper) only accepted the post of plenipotentiary to Washington in the consideration of the Atlantic fishery question in 1887 upon the condition that Sir John Thompson should accompany him as the legal adviser of the plenipotentiaries. Mr. Jos Chamberlain and Lord Sackville soon learned to appreciate his command of the question.

Mr. Chamberlain telegraphed to Sir Charles Tupper on the day of Sir John Thompson's death, his regrets at his untimely end, and referred to the fisheries negotiations at Washington, during which he learned Sir John's worth and ability.

Lord Sackville wrote Sir Charles: "I condole with you and the Dominion. Sir John Thompson's great merits can only be appreciated by those who knew him, his loss at this time is a great calamity. The spirit in which he dictated the policy of Canada toward the Motherland has been fully recognized."

He quotes the testimony of United States Ambassador Bayare, Lord Chief Justice Russell and Sir Richard Webster as to Sir John's worth and ability. Both he and Sir John had arranged to dine with Lord Russell and spend two days with Lord Mount-Stephen at Bocket Hall.

Endorsation of the proposed national fund, suggested as a slight expression of the universal sympathy with Lady Thompson and her family, comes from all sides. That Sir John, who devoted his princely abilities to the service of his country, should have died poor, is one of the surest guarantees of his worthiness. The *Montreal Star* is authority for the statement that at one time the sum of \$30,000 was subscribed for presentation to the late Premier by his friends