

## THE HAMILTON TIMES

MONDAY, FEB. 17, 1908.

## OTTAWA'S FUTURE.

The Ottawa Journal is trying to solve the problem as to whether Ottawa should be content to remain merely the political capital of the country, or if she should reach out to become also a great industrial and commercial centre. With this object in view the Journal sent a special commissioner to Hamilton to find out the secret of its success industrially. It devoted over a page to this city's industries, the advantages of Hamilton for factory sites, the means employed to attract such this way, and very fairly summed up the whole situation. Its inquiry is being conducted under several heads, such as Does Ottawa want factories? Can she get them if she wants them? If so, are the city authorities and Board of Trade willing to undertake the necessary work to get them? If we understand the matter aright, the people of Ottawa are not unanimous on the question whether she should go after factories and other industrial concerns, with a view to help the growth and prosperity of the city. Some, like the Journal, feel that Ottawa should do her best to extend her borders commercially and industrially independent of her position as the capital of the Dominion—that there is nothing incompatible with her being a big manufacturing centre as well as the capital city and the Washington of the North. Others again have an idea that Ottawa should strive to become distinguished for something less gross than mere commercialism or money making. That she should be not only the political, but the literary and society centre of the Dominion, and that she should direct her energies to the accomplishment of these aims, leaving mere trade and such matters to less favored cities. Well, we admit that there is room for a difference of opinion here. Factories, of course, would draw more people to Ottawa. Business would increase. But there would be more people to share the increase. Then Ottawa is comparatively free from the foreign element, and with its influence would come conditions which are not always desirable. Again, with a large factory class, the danger of slack time and an idle population are always at hand. Ottawa's prominence at present is due to the fact that she is the Capital city, that she is the home for a certain portion of the year of the members of Parliament, that the Supreme Court sits there, and her future seems to be bound up with these more than with manufacturing concerns. Still, if she has advantages to offer manufacturers and is so situated that she can become an industrial centre, we see no reason why she should not improve the opportunity and become one. Her merchants and business men generally are as anxious as are those of other cities to extend their business, and the growth of the city would add to the growth of their business, and as the Journal says, the best way to make the city grow is to bring these industrial concerns to her. At any rate, the risk the Journal has set itself will give Ottawa an opportunity to see where she is at on the subject.

Hamilton is destined to be one of the large manufacturing centres of the Dominion. Her situation at the head of the lake with a long water front, her unexcelled railway facilities, and her nearness to the raw material of much of her manufactures, her position as an electrical city, and her supply of natural gas all work together to make her commercially and industrially great. She has already started in the race, and it is only a question of time when she will leave Toronto in the rear.

## DON'T BLAME THE POLICE.

It is of no avail for Mayor Stewart and Ald. Sweeney to attempt to place the odium of the snow by-law on the Police Magistrate, or on the police. The Magistrate is there to enforce the by-laws as they are framed by the Council. The police should know no man in performing their duty, and when they see a by-law of the corporation violated, the one course open to them is to take action according to the terms of the by-law. An oppressive and annoying snow by-law leads the Mayor to suggest that those who ignore it should not be summoned, but that the police should go around and warn them, and give them a certain number of hours' grace, beyond what the by-law specifies, before exercising their functions, as they would in the case of any other by-law.

As the Times pointed out the other day, the suggestion that the police warn violators of the by-law before summoning them to court, might, if put in force, result in less unpleasantness; nonetheless, it would be less unpleasant to the careless ones to be notified by the officer than to be hauled into court. But there the remedial effect of the proposal ends. Consideration will convince that in practice it would prove fatal to the efficiency of the by-law as a measure to ensure clean sidewalks.

Pause to think what the proposal means. When the period of immunity under the by-law arrived, scores and hundreds of householders in all parts of the city would have to be visited, and have notices served upon them; and if they neglected further the removal of the snow and ice, the officers would be obliged to again make the rounds. Such a work is surely enough to stagger the force in contemplation. To say nothing of the immediate effect of such a paralyzing amendment on the snow by-law, the remote effect would be to educate the public to a laxity in snow removal that would be almost equivalent to the repeal of the by-law, and would, at least, vastly magnify the work of official

warning, as suggested. And there is another view not to be neglected, in considering the matter. To say that nearly all the residents on a certain street who get up early and toilsomely remove the snow from their sidewalks, immediately after a fall, should then be forced to wade through snow or slush on the sidewalks opposite the property of a few careless or dilatory ones, not only to the limit of the time given by the by-law for the removal of the snow, but for an extension of time beyond that, for "official warning," is not a proposition that snacks of justice toward the people who make an honest effort to comply with the law, and to do it in such a way as will carry out the purpose thereof, and give comfort to pedestrians.

As it is now, there are far too many localities in the city where, for some reason or other, residents, or those in charge of public institutions, seem to be privileged to ignore the existence of a snow by-law, and where, for extended periods, people who clean their own walks, regularly and early, are forced to tramp through snow, or over ice-hummocks. This has been considerable of a scandal, and has done not a little to bring the snow by-law into greater contempt. The Mayor's proposition, it is to be feared, is eminently calculated to aggravate this evil, and to incur greater invidiousness in the by-law's incidence.

The solution of the snow by-law problem is not to be found in that direction. As a matter of right, a household is no more under obligation to clear the snow from the sidewalk, than he is to sweep the street. If he should be required to clean the snow and ice from the sidewalk, why should he not be held liable for damages sustained by falls occasioned by the presence of snow and ice thereon? The Mayor is ready off hand to deny that a system of civic cleaning, such as is in force in many cities, is not to be accepted by him. We are not prepared to accept his dictum as to that, nor are we at all impressed with the practical ability or justice of his proposed amendment to the by-law. Nor do we think will the public of Hamilton favor it.

## SNEERING AT LAURIER.

Our junior local Tory contemporary advises the Times to be careful about approving of the policy of Government regulation of telegraphs, telephones, and other public utilities, and pretends to believe the policy is stolen by Laurier from Mr. Borden's Halifax platform. The Times is not at all alarmed. The policy of Government regulation, as against Mr. Borden's socialistic ownership and operation policy, which a few months ago the ownership organs were so gleefully announcing as the acme of statesmanship, is not new to Liberalism, as the Herald well knows. The Dominion Railway Commission was lent one great and important step in the carrying out of that policy. The right of Government to intervene in the business of public service corporations has been asserted in many cases in late years, notably in disputes between these corporations and their employees. Laurier did not proceed rashly, but the policy which found expression in the Dominion Railway Commission will be followed up until the right and the power of Government to see justice done between the people and those who serve them, is fully demonstrated.

This policy is in line with the theory of the government of free peoples. The prime duty of Government is not to grow the grain, turn the wheels and carry the commerce of a country; not ownership and operation of its various industries; it is to execute justice and make safe in his right, each member of the community. Liberalism looks to the greatest freedom of the individual in the exercise of his capacity, and it is in duty bound to so regulate his conduct toward his fellows as to protect alike the equal rights of all. The Times has long and earnestly advocated this policy of just and reasonable regulation, as against the socialistic fall of Government ownership, for which Mr. Borden declared, and it has every confidence that the extension of the policy is at hand. The Herald, instead of seeking to make it appear that this policy is stolen by the Liberals from Mr. Borden's Halifax platform (which, by the way, appears to have been hidden in the party woodshed), would be better employed in explaining how a policy of Government regulation—not ownership and operation—could be reconciled with Borden's platform declarations, so warmly welcomed by the Toronto World and its ilk, as an evidence that the Tory leader was an out and out advocate of public ownership and operation.

## EDITORIAL NOTES.

His Honor may have taken Gamey at his own valuation and concluded that his room was preferable to his company.

Of course the insurance agents may think that the City Hall is a hazardous risk, when they consider the red-hot speeches and fiery oratory of some of the aldermen.

Now there is a demand for another inspector—an inspector of morality. How would it do to combine the offices of morality inspector and plumbing inspector, and save one salary? There is a hint to those who are doing a much pipe-laying.

With a view to get rid of the bubonic plague, the San Francisco health authorities are paying fifty cents a head for female rats and twenty-five cents for males, and rat-hunting is now an established industry there. It is estimated that the yearly money cost to the people

of the United States growing out of the destruction of grain and other food products by the rodents amounts to the enormous sum of \$100,000,000.

That would be plumbing inspector is not allowing the grass to grow under his feet. He has wires out in all directions, and is evidently a believer in Pull—days, and see how many of his aides are busy digging up awful examples as evidences of the need of a plumbing inspector. And the would-be official sure to the extent of a fat salary that the ratepayers urgently need him. Will pull succeed? Or will the aldermen develop backbone?

Massachusetts maintains free employment agencies in various cities. In Boston last year the number of positions registered for which help was wanted was 33,696 and 14,480 of them were filled by the State agency without cost to either side. The movement for the establishment of free public employment offices has now found a footing in fifteen States. Is the Government labor agency in Hamilton doing anything to find situations for men now that there are so many unemployed in the city?

During the last quarter of 1907 more than three thousand persons in New York State were put under judicial probation instead of being sent to jail or reformatory and of those who had completed their probationary periods 81 per cent. of juveniles and 67 per cent. of adults had improved in conduct. It is figured out that if they had been put in confinement few would have improved, their jail associates pulling them down rather than helping them up. Some day, perhaps, we will pull down all our jails and penitentiaries.

Abdul Hamid scores again as a diplomat and a disturber of the Powers. He seems to have timed well his movement in Macedonia, and has apparently succeeded in setting Austria and Germany against the concert of the Powers in the matter of the reforms proposed. It is rumored that Britain will be found supporting Russia, and that France and Italy will probably give their adherence. In that event, all the work done by labored diplomacy to restore normal conditions in the undisturbed regions will count for little. Possibilities of serious complications are latent in the diplomatic game now being played, and the wily Turk laughs at the jealous Powers.

The ticket limit scandal mongers' assault having failed to furnish campaign material as desired, their organs are now saying that if the system followed by the Liberals is the same one under which there was so much mismanagement by the Tories, why should it not be changed? That is begging the question. A system is largely what its administrators make it. The Liberal speakers gave ample evidence to prove that their administration of the system had resulted well for the country, and was in striking contrast with that of their predecessors.

Speaking at McMaster, the other night, Mr. Flavelle, of Toronto, expressed the hope that our Government would not borrow a dollar of the people's money in Canada for public works. He strongly argued that our local funds were all needed for the commercial purposes of the country. That is a view meriting consideration. It is probably true that Provincial and municipal borrowing of local currency has had not a little to do with contributing to produce or intensify the money tightness. We want outside capital, and to enable us to get it on reasonable terms, we must make investment secure, and keep good faith with those who conduct the enterprises of our country.

## OUR EXCHANGES

Where the Saloons Are.

(Charleston News and Courier.)

In Augusta, Ga., rents are proportioned to distance of homes from North Augusta.

Gibson at Brantford Banquet.

(Brantford Courier.)

Hon. Mr. Gibson was in a very happy mood, and although he described himself as "politically defunct," he is most decidedly not that when it comes to an after dinner oration. His remarks were happily conceived and delivered.

Perhaps.

(Toronto Globe.)

Any man who can tie Colonel Gibson, Wm. Mackenzie, and C. M. Hays into a syndicate has courage of a supreme sort. The venture over which these three men preside are the most antagonistic to each other that can be found in Ontario to-day.

Provide Employment.

(Toronto News.)

The Federal, Provincial and municipal Governments may at this time fairly be asked to undertake and proceed with necessary public works. The proper time to push such enterprises is when private industry is suffering from depression. This is one way to solve the unemployed problem.

A LITTLE SEED.

It's only a tiny thing.

All dry and hard indeed.

But wonderful secrets hide away.

In the heart of a little seed.

When we hold it to the ear.

We cannot hear a sound.

And yet within this crinkled shell.

Are life and beauty found.

There are few brown, rosy cheeks there.

And shining leaves of green.

And beautiful slender, graceful stems.

And flowers to please a queen.

Do you think it is not true?

Well! Plant a seed and see.

Then day by day with wonder watch.

The lovely mystery.

## DEVELOPING LAW.

Report of the Railway Commission of Canada.

(Montreal Gazette.)

The report for the fiscal year ending with March 31 last of the Board of Railway Commissioners of Canada contains some interesting statements showing the working out of the Railway Act and its amendments under the direction of the commissioners. In a general way matters brought before the board divide into three classes, those between the public, as represented by shippers and passengers and the railways, those between the municipalities and railways, and those between railways and railways. There are many outside of these categories of course. There are those who have extraordinary ideas as to the powers of the board and its duty to curb the corporations when their agents take views contrary to those of people with whom they have to do business. It will take some years to get the public to understand what the law is and what the board may do under it, and to give definite shape to the interpretation. One interesting decision maintained the powers of a railway company to build between the authorized terminal and any lines as were found necessary for its business and incidentally to make the required expropriations. In a case arising at St. John, N. B., it was maintained that the board had jurisdiction to order a municipality to contribute to the cost of protecting its highway crossing. In another case it was laid down that no fixed rule can be made as to the proportion of such cost to be born by the railway and the municipality, each case being liable to be treated on its merits, though the practice is to divide it equally between the two parties. The same principle has been applied in cases where municipalities have been applied for the provision of new crossings. It was held in another case that a railway crossing a highway at an angle that the tracks of the tracks might be said to run along the roadway, was not occupying the highway in a sense to make it necessary to obtain the consent of the municipality. Again, in a Winnipeg case, permission to construct a spur was refused on the ground that it was opposed by the municipality and there was not submitted evidence to indicate that the line was necessary in the public interest or for the purpose of giving increased facilities to business. In a case arising in a small town, it was decided not to compel the residents of a locality to submit to the injury that would be done their property by the construction of an additional spur where the point sought was a heretic because he introduced another road, or by a different route. The complaints about tolls were less numerous than was to have been expected. Some brought to the board's attention were rather trivial. A company whose sanctioned tariff was held to be the maximum standard was held to be within the law when it charged 25 cents instead of 20 or 22 cents for a journey of 11 miles. It was maintained that railway companies could not discriminate in regard to passenger rates as between passengers arriving at Canadian ports by different steamers. It was maintained, though, that a line of steamers operated by a railway company running to ports reached by the lines of another company does not constitute third-class passenger rates, and the board would not order the preparation of a joint tariff to cover the points. An order was made that the railways concerned should reduce passenger rates to 3 cents a mile east of Calgary. In a case arising at Kamloops, B. C., the board, on concrete blocks and bricks were made similar over a distance of 167 miles, but the board held it could not make a retroactive order nor order the railway to refund any part of the higher charges had made on concrete blocks under a sanctioned tariff. On the other hand, in a case of the Canadian Pacific, Limited, a refund of part of a charge was ordered because it exceeded the combination of two sanctioned local rates between the points covered. Where the railway was willing it was allowed to refund the difference between a high and a low tariff rate collected while a new tariff was being prepared and issued. Two roads concerned were ordered to make their east and west-bound rates on the same class of goods to correspond.

The board found it necessary several times to point out that it is not in the ordinary sense a court of law, and could not undertake to remedy grievances arising from alleged overcharges, and that if parties had a right to relief they must seek it in the courts. Neither can it give compensation to parties for delays in forwarding traffic. The board can require the furnishing of accommodation and the prompt forwarding of traffic, but in a transaction that is closed the sufferer must appeal for redress to the ordinary courts. The general appreciation of this position and of others set out may tend somewhat to lessen the number of appeals to the board, by enabling parties with grievances to understand beforehand what position is likely to be taken in regard to them.

## CARS PASSED OVER BOY.

Who Emerges Unscathed—A Runaway's Adventure.

Stratford, Feb. 16.—To lie beneath the rails near the Grand Trunk station here while eight cars thundered by was the unique experience of Eli Dion, a 14-year-old lad of Penstang, who has recently been released from St. John's Industrial School, Toronto. He had been under a three-year sentence, but was released after having served two years and sent to a farm near Seaford.

Becoming tired of the dull monotony of rural life, he filled his knapsack and escaped via a Grand Trunk freight train. Arriving at Stratford the boy attempted to leave the train while it was moving at the station and in so doing fell underneath the cars. Conductor Hayne, who stood on the platform of the cars, is authority for the statement that at least eight cars passed over the boy. When the tail end of the freight disappeared from view the precocious Eli slowly rose from his crouching position and with merely a sprained ankle made a hasty retreat.

He was captured by the station officials and arraigned in police court on a charge of vagrancy. He was remanded to jail.

## Discarded.

We have discarded our old prices to suit the occasion. Working shirts 35c, cashmere socks 19c, working pants 81c, overalls 50c, oil clothing, rubber boots and shoes at cost.—M. Kennedy, 210 James street north.

Tuesday, Feb. 18 1908

SHEA'S

Saturday, 23rd, will be the last day we will take orders for making Skirts at \$1.50.

## Our Greatest Winter Clearing Sale

Make your final purchases this week at this great sale, for spring goods are knocking at our doors, and winter goods are being gathered into small lots and being cleared at most ridiculous prices. Every day this week will have its special attractions for you. Many lots not large enough to advertise.

## Women's Skirts \$3.50

Made of Tweeds in Plaid and neat mixtures, Venetians in all the wanted colors, kilted, cluster, tucked and silk strapped, good \$3.50 to \$5.00 values, on sale for each \$3.50

## Special Clearance of \$12 to \$18 Coats \$6.95

Made in the most up-to-date styles of loose and semi-fitted backs, extra long length, made of very stylish tweeds, and plain Kerseys and beavers, worth from \$12 to \$18, on sale for each \$6.95

## Children's and Misses Coats \$3.75

Misses' and Children's Coats, in a splendid range of colors and cloths, full length and 3/4 length, all sizes and on sale at about Half Price, each \$3.75

## Ladies' Suits at \$10 Worth \$18

A special purchase of most stylish Costumes, tweeds and plain colors, beautifully lined, very newest cut of coats; skirts plated and trimmed with folds, good \$15.00 to \$20.00 value, on sale for \$10.00

## 4 Good Housefurnishing Bargains

COMFORTERS—Full double bed size, worth \$3.00, filled pure cotton batting, silkoline covered, on sale for each \$1.95

BLANKETS—Pure Wool Blankets, 66x88 and 66x94, 7 and 8 lb. weight, full color borders, worth \$7.00, for \$5.50, \$6.00, for \$4.75

TABLE COVERS—Splendid quality of Tapestry Table Covers, in a great variety of colors and designs, worth \$2.95 to \$3.50, on sale for \$1.95

## Samples of Flannelette Underwear

on Sale at Half Price

Gowns, Drawers, Corset Covers, etc., white and colored, trimmed with tulle lace and embroidery, 35c, for 20c; 50c for 25c; 90c for 45c

## Silk Waists Worth Up to \$4.50 for \$1.95

A grouping of Japanese, China and Louisiana. Silk Waists, nearly all samples, and beautifully gotten up with embroidery and lace trimmings, tucked and pleated, open back and front, \$3.50 to \$4.50 values \$1.95

## Children's Dresses at \$1.95

Made of Cashmere and Mohair, navy, cardinal and mixed colors, sizes 5 to 9 years, worth up to \$3.50, on sale for each \$1.95

## Dressing Sacks at \$1.25 Worth \$2.00

A splendid lot of them in fancy and plain colors, made of good quality of eiderdown, wide collars and full sleeves, worth \$2.00 and \$2.25, for \$1.25

## Staple Department Bargains

Bleached Damask, 5 patterns for choice, 64 inches wide, good patterns, worth 69c, per yard \$40c

Cream Table Linen in good designs, regular value today 40c, sale price per yard \$25c

## Flannel Shirtings on Sale

English Flannel Shirtings, light and dark stripes and checks, on sale at the following cut prices: 20c for 19c; 35c for 25c; 50c for 39c

## RELIGION IN THE SCHOOLS.

## BITTER FIGHT GOING ON IN ITALY OVER THE QUESTION.

The Dispute Has Got Into the Chamber of Deputies—Riot at the Anniversary of a Monk Who Was Burned at the Stake—Inflammatory Speeches.

Rome, Feb. 17.—A bitter campaign is going on between the supporters of the religious teaching in the Governmental primary schools and those who are totally opposed to it. The question will come up for discussion in the Chamber of Deputies this week. In the meantime the clericals are sending to the Chamber petitions with thousands of signatures for the maintenance of religious teaching, while the anti-clericals are contending that the Government must keep entirely outside of any creed.

Yesterday being the anniversary of the death of Giordano Bruno, a monk who was burned at the stake by the church as a heretic because he introduced scientific philosophy into Italy, the anti-clericals made demonstrations in his honor in the leading cities throughout the country. Socialistic and Republican orators delivered inflammatory speeches in the square where Bruno's statue stands, but when the crowds tried to gain the centre of the town they became engaged at several points in fights with the police and troops, which finally succeeded in dispersing them. A score or more of the manifestants were wounded.

## THE FIVE O'CLOCK TEA.

It is Condemned by Francis Marr, French Food Expert.

New York, Feb. 16.—The Sun has received the following cable dispatch from Paris: Alarmed at the growth of tea-drinking in France, the consumption having increased 150 per cent. in the last twenty-four years, Francis Marr, whose researches into foods and their values entitles him to respect, warns his compatriots against over-indulgence in the 5 o'clock habit. He admits that tea is intelligent and aids conversation, but he says that stomach and heart troubles follow.

Plants, like men, are obliged to get rid of certain injurious products which they cannot assimilate. These residues reach extreme parts like the bark and leaves. In tea plants they are alkaloids, and are comparable with uric acid in their effect on the system. Nevertheless, feminine Paris continues to feed at 5 o'clock or any other hour that it feels like it, and to drink tea.

## GAS WAS TURNED ON.

Toronto Commercial Traveller Found Dead in His Bed.

Toronto, Feb. 17.—In his room at a Queen street hotel at noon yesterday Alexander Henry Fuller, an experienced commercial traveller, was found dead in his bed, with the gas turned on. The proprietor of the hotel had not seen Fuller since the night before, and he had then seemed quite in his usual spirits. At breakfast time nothing was heard of Fuller, and when Mrs. Neill, one of the attendants, was upstairs just before noon she smelt gas, and summoned the proprietor. He found the door unlocked, but Fuller was dead in bed, life having been extinct, according to all indications, for hours.

Fuller, who was a man about fifty, was a traveller for S. Davis & Company, tobacco manufacturers, Montreal, but lost his position when the company was taken over by the American tobacco trust, and since then has not been able to get employment.

## WEALTHY LUMBERMAN'S CRIME.

Shot Real Estate Dealer During Quarrel in Mississippi.

Hattiesburg, Miss., Feb. 15.—As a result of a quarrel over the payment of \$2,500, J. F. Wilder, a wealthy sawmill operator, President of the Mississippi Pipe Association, and one of the leading lumbermen of the south, shot and killed W. L. Booth to-day at Epps Station, on the Gulf & Ship Island R. R. Booth was a real estate dealer of Dallas, Texas.

## A PRISONER'S SUICIDE.

Karl Rapp, Arrested After Ten Years' Hunt, Hanged Himself.

Philadelphia, Pa., Feb. 15.—After being pursued for more than ten years by detectives, the search taking them three times around the world, Karl Rapp, who was being held here to await a further hearing charged with setting fire to a factory and dwelling in Rosswag, Germany, in 1898, was found dead in his cell

## NOVELS.

All novel writing is a fake.

This product of the brain doth take Responsibility—our thoughts from God.

Which he requires so through His word.

The Satan's full assuring plan.

To thus ensnare poor fallen man.

To bring about eternal fate.

From time to time eternal state.

It seeks to draw far from the mind.

All thoughts of God, for those inclined.

Who wish a future happy day.

Where pain and sorrow never stay.

It only whisks the time away.

Whilst man's rule on this earth doth sway.

Diverts his thoughts from Christ alone.

Whose blood can for his sin atone.

It seeks to charm the human mind.

By some that's thoughtless and unkind.

Those who do write them, it is clear.

For money, their thoughts inscribed, appear.

Oftimes 'tis fiction based on facts.

The real truth is not exact.

At best it is an alluring plan.

To draw away God's thoughts from man.

Some write with a poetic strain.

Fictions stories to obtain.

A little of this world's wealth.

By either honesty or stealth.

Poor man, to this chief end, was born.

To glorify God and adore.

With truth that's true, about His son.

Who victory by His death hath won.

All truth like this doth ever stay.

Through time and the eternal day.

It helps to cherish thoughts of God.

And leads souls on the highway road.

Laurie.

Hamilton, Canada, Feb. 14, 1908.

## SIR JOHN MOORE

In New York at the Time of the Revolutionary War.

The purchase and preservation of Frances Tavern by the Society of the Sons of the Revolution constitute one of the most notable of the achievements of the hereditary patriotic associations which have been formed in this country within the last twenty-five years. These organizations have done much to diffuse a knowledge of our history and arouse a local interest in historical places and events by the preservation of similar memorial structures and the erection of monuments and tablets by which places of importance are readily identified.

Few persons except those who have given particular attention to the subject have any idea of the number of distinguished men who have at one time or another been visitors to New York on temporary residence of this city. We do not wonder a reader in a thousand, even of those well acquainted with history, is aware of the fact that Lieutenant-General Sir John Moore was once in this town during the period of the Revolutionary War—his occupation by the British force in the Revolutionary War—we mean the Sir John Moore whose death at Corunna was the subject of the celebrated elegiac poem by the Rev. Charles Wolfe, beginning with the lines:

"Not a drum was heard, not a funeral note,