

OUR FAST SERVICE.

An interesting statement by an advocate of the Twenty Knot Line... From The Montreal Herald.

Of the important questions which confronted the Ministry on their assuming office in June last, being legal...

"It has been claimed on one side that Canada must have the best service possible...

"First, then, let us look at the 16-knot line. The new steamer Canada is probably the best type of this class of vessel...

"Three different lines in the British North America trade possess steamers of 20-knot speed. One of these, the Canadian Line, has two vessels which would maintain a speed of a fraction over 20 knots...

"A 16-knot vessel is also proposed to another drawback, the fact that all vessels designed to carry cargo alone, if passenger and cargo boat, are not fast enough to compete with the faster vessels in the trade...

"We may, therefore pass on to the consideration of the next class—the 16-knot vessel. This is the type favored by Mr. Dooley and some others who have interested themselves in the subject...

"Does Major McKinley care more for his tariff than for the country's good? If not, why does he refuse to give the word of encouragement to the Canadians who are seeking closer business relations with the United States?"

"Does he desire to tighten the grip of Britain on one-half of this continent? Does he wish to force seven millions of Canadian people to do that which is against the best interests of the country?"

"We now have to consider the 20-knot steamer. A vessel of this class, with the two exceptions named, represents the maximum speed obtainable by any vessel of any size steaming by any vessel on any sea route...

"The other prime objection which has received the endorsement of, although originated by, Mr. Standford Fleming, is, 'In view of the frequent fogs and ice in the St. Lawrence route it would not be safe to run 20-knot steamers on this route.'"

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trouble to compare the record of marine disasters from these two causes, on the respective routes during the last ten or twenty years? The result of such comparison would not be unfavorable to the St. Lawrence, although concededly the navigation of our Gulf and St. Lawrence is more difficult than the more open route on the Atlantic.

"Some of these articles would make it appear that a fast ship cannot so safely be run as the ice belt, or slow, or that one was quite safe in a dense fog in the ice track if only the maximum speed possible to his ship was 14 to 17 knots."

"The New York steamer service reported as running at full speed in dense fogs, to the sorrow of many a poor fisherman's family in Newfoundland."

"Another objection, and the last we will refer to, is the cry that 20-knot steamers will not carry much cargo, and hence will not meet the wants of the Patrons of Industry and our great agricultural community."

"This charge is half true and half false. They will not compete as carriers with the Canada, and other still greater cargo steamers, yet to be built. It is not intended that they shall carry 20,000 bushels of grain, or indeed, any grain at all, nor any other bulky produce that can be as well carried in a slower vessel, but they will carry, in filled holds, or outside, 1500 tons of such perishable products as salmon, oysters, eggs, butter, fruit and cheese, and 1500 tons per week of such articles as much as Canada, for a long time, cheese excepted, will have to send abroad."

"Again, in closing, we would say that a fast service alone would not prove profitable to any company. Every line possessing fast vessels has found it necessary to maintain a fleet of cargo steamers. The one in the complement of the other. The first serves to advertise the line, while the latter carries the bulk of the cargo."

"It was reported yesterday that the Board of Managers of the Joint Traffic Association had turned down the Central Passenger Committee in its recommendation regarding the applying of Canadian excursion rates through Chicago to Montreal and the Canadian Northwest."

"Chicago Inter-Ocean. Although untitled, there was no grander specimen of the old English aristocracy than Mr. George Lane Fox of Bramham Park, Yorkshire, who has just been gathered to his fathers at the ripe age of 80."

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"The woman gambler, either at a card table or in the stock exchange, does not act timidly as regards money, but exhibits the bravado of a man."

WILSON'S EMPIRE RYE. THE EARTH EVENTUALLY WANTS MEANTIME. HOWEVER FOR CANADA'S WANTS MEANTIME. SEE THAT YOU GET SOME SOLD BY THE GALLON AND BY THE BOTTLE. COLOR GOLDEN TASTE NUTTY FLAVOR EXQUISITE EFFECT GLORIOUS PRICE A SNAP.

POISONED HIMSELF.

Then Sat Down and Wrote as Long as He Could, Describing the Feelings at Different Stages.

Chicago, Nov. 30.—After destroying all marks on his clothing which could in any way lead to his identification, a well-dressed man about 30 years of age committed suicide at the Kings Hotel, 222 Clark-street, last night by taking laudanum. He described the effects of the drug in writing until his hand could no longer hold the pencil. The body was not found until late afternoon, death having resulted from the poison.

EVEN THE PRESIDENT'S WIFE

Could Not Buy Goods Without Paying Spot Cash For Them. The Motto Was "Pay One, Pay All."

Washington, Nov. 30.—The remarkable spectacle of a big dry goods firm retaining credit to the mistress of the White House was witnessed by a throng of shoppers several days ago.

"The affair has thus far been kept out of the papers, though it was whispered around among the friends of the people who were gathered about the counter at the time. The incident occurred in one of the stores on Pennsylvania-avenue."

"While the usual crowd of bargain seekers were making their purchases, the President's carriage drove up to the establishments. Mrs. Cleveland's maid alighted and went inside, stopping toward the counter where children's dress goods were displayed, she looked over the goods and read the label, 'Executive Mansion.'"

"There was a moment's hesitation. The clerk, looking at the proprietor, and together they talked in low tones. Finally the clerk turned around and stammeringly said: 'I am sorry, but it is strictly against our rules to charge goods. I assure you, if I began, but was interrupted by the man who, with flashing eyes in an excited manner, exclaimed: 'I will pay for them.'"

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