

ness and the joyousness of its influence as manifested by the Christmas Festival.

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Two memorials are projected, one in honour of the Canadians who fought in South Africa for the honour of their country as an integral part of the British Empire, and the other in commemoration of Lord Strathcona's munificent contributions to the public institutions of this City and equipment and maintenance of a regiment for service in South Africa. The Committee organized to carry out these projects have received offers of subscriptions to the extent of \$17,700, made up of 1 subscription of \$2,500, 1 of \$1,000, 15 of \$500 each, 18 of \$250, and 27 of \$100 each, the total being \$17,700. This will be a nucleus for a fund adequate for the purposes designed. The memorials should, we submit, be in such a form as to be capable of rendering such perpetual services to the citizens as would keep the objects of them continually before the citizens. A Public Library would effect this, and no nobler tribute to Lord Strathcona could be designed than such an institution. In the hall of the building tablets could be inserted in honour of the brave Canadian contingents whose services and whose memories deserve public honour in all time. Haste is to be deprecated. There is no hurry, for the motive of this movement will be as perpetual as the memorials, even though they be of bronze, as enduring as that alluded to in the Horatian ode. Time should be taken to give all classes an opportunity to contribute. A city's memorial is the more honourable to it, as it is also more befitting the occasion, in proportion to its manifest of popular sentiment.

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The Harbour Commissioners have passed a resolution empowering the president to communicate with designers and builders of elevators to ascertain the cost of full plans, specifications and estimates for a million bushel fire-proof elevator in the Harbour of this port. An engineer is to be selected and reported upon, who is deemed best fitted to undertake or supervise the work, the whole matter to be submitted to the Hon. Mr. Tarte. Some exceedingly lively discussions are likely to arise over the above resolution and the reports it contemplates. The omission of the Harbour Engineer's name evoked some sharp comments at the Board, as it has done outside. It is incomprehensible to many citizens why, after several years of negotiations regarding elevators being built there should be still no information available for the Commissioners in regard to the cost of plans, specifications and estimates for an elevator.

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The shipping firms of this port, including representatives of the trans-Atlantic lines, have desired the permanent sheds on the wharves to be double-decked and the use of them made free to shippers, but a charge made to consignees who use the steamship sheds for storing goods. The representative of a prominent

line of steamers affirmed that the local charges for shed accommodation were much higher than in other ports, which, with the heavy insurance rates, seriously injured the St. Lawrence trade. The matter is certainly worthy of serious and sympathetic consideration, as whatever hinders vessels coming to Montreal should be removed if feasible, and without doing injustice to such interests as are entitled to protection. The port should be made as free and as convenient as possible.

The proposal to change the level of the railway tracks is a very serious one. The cost would be great and the delay would probably prove injurious for a length of time. The railways are naturally anxious to have their tracks available for service all day as well as night, the night service being now insufficient for handling the freight to and from the Harbour. Railway freights, ocean bound, have increased, and are increasing so fast as to necessitate longer hours for the tracks along the wharves being usable by the companies. Relief will have to be found and arrangements made, and made as quickly as possible, for quick delivery of railway freights and handling goods bound for the country.

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The well and wisely devised plans adopted by the Chief of Police to stop fast driving on Sherbrooke Street and other thoroughfares in this City has aroused opposition. It is contended that Montreal is an exception to other cities by its not having a track devoted to fast driving. Such defect is said to keep persons of means from settling in Montreal who desire to enjoy this kind of sport. This city is no exception in this respect, as is alleged. City thoroughfares, along either residential or business sections, are almost universally kept free from fast driving. Where they are not is in places where the audacity of sportsmen in breaking the law is greater than the energy of the police in seeing it obeyed. On more than one thoroughfare in this city certain classes of men, by no means consisting of our more reputable citizens, have been trying to monopolize the roadway for racing to such an extent as to render its use dangerous by other owners of horses and vehicles. Ladies, children and aged persons have found it impossible to cross certain streets without risk of being maimed or killed. Montreal is much too far advanced to need citizens who will not settle here unless they have the right to impose such conditions on their neighbours. The owners of the best horses in this city, for saddle and shafts, do not drive like Jehu's through the streets, nor wish to. It is indeed some of these who most protest against fast driving, as their pleasure is obstructed and their safety menaced by the sports who wish to turn residential streets into race-courses. Chief Legault has the approval of all but reckless law breakers in his efforts to stop fast driving in the city.