SAYS ST. JOHN WILL BE BEST PORT IN AMERICA

C. Hamilton Wickes, His Majesty's Trade Commissioner to Canada, Greatly Impressed With This City, Which He Believes Will Grow Rapidly—Looking Into Trade Matters.

Thursday, Nov. 21.

That St. John will be one of the very biggest cities in Canada with probably the best port in America, was the statement made by C. Hamilton Wickes, his majesty's trade commissioner to Canada and Newfoundland, who is touring Canada in the interests of better trade relations between these colonies and the motherland, before leaving last evening on the Pacific express for Montreal.

Mr. Wickes arrived in St. John on Tuesday evening and during yesterday visited points of interest about the city with W. E. Anderson, who is the local imperial trade correspondent.

Talking to a Telegraph reporter yesterday Mr. Wickes said that he was making the present trip in order to get personally acquainted with the imperial trade correspondents, such as Mr. Anderson here, Mr. Saunders in Halifax and Mr. LeMesurier in St. John's (Nfld.) He wished to get an idea of the business of the various centres as well as of the enterprises which are already underway and are likely in the future to have any effect on the commerce of the nation.

He wished to get in touch with people who could handle British goods. The idea was not to have the British manufacturers in competition with the Canadian so much as it was to supply those goods which Canada had to import. His aim is to have British and colonial manufacturers working together. The idea is not to work along the lines of a trust but to leave the work more to individual effort.

Mr. Wickes pointed out that Great Britain was the cheapest source for raising capital and better trade relations between Canada and the motherland would benefit both.

In reference to St. John, Mr. Wickes said that the fact that the port was open all the year and that it was free from ice at all seasons were immense factors in its favor and with the coal and steel people interested here the future of the city was assured. The manufacture of steel here would help the town, as the idea of the trade commissioner was that manufacturers of steel goods would likely be induced to build branches here and produce the finished products right here. With the many other natural products in the provinces other manufacturers would likely locate here.

He succeeded Mr. Grigg, who has gone into the service of the dominion government. He has already visited St. John's (Nfld.), Halifax and Sydney. He will be in Montreal for a short time and expects to go back to England for Christmas, after which he will tour the western part of Canada.

OBJECTIONABLE AND DANGEROUS LEVEL CROSSING INCLUDED IN PLANS FOR BRIDGE

Wednesday, Nov. 20.

It is practically settled that the efforts of the city commissioners to avoid a level crossing at the approach to the proposed bridge across the reversing bridge will be unsuccessful and that the bridge will be built according to the existing plans. There was a long conference at City Hall yesterday when the matter was fully discussed but no solution was discovered. Those present were Hon. John E. Wilson and L. P. D. Tilley, representing the local government; A. R. Wetmore, provincial engineer; George Wetmore, C. P. R. engineer; H. C. Grout, assistant general superintendent of the Atlantic division of the C. P. R.; Wm. Murdoch, city engineer and the city commissioners.

The new bridge provides for street car tracks to enable the street railway to cross the river and under the present plans the street car rails as well as the highway will cross the C. P. R. main line on a level crossing to approach the bridge. The conference was for the purpose of discovering if it would be possible to arrange for an overhead approach.

The provincial engineer said that the details of the plans for the new bridge had all been practically settled and any proposal to do away with a level crossing would necessitate a complete change in the plans and would delay the work of constructing the bridge until the whole matter had been gone over again.

To make an overhead bridge from Douglas avenue, the floor of the bridge being twenty feet above the level of the road and the height from the car rails to the floor of the overhead bridge at least twenty-two feet, six inches, the extension would have to be carried back at least 400 feet eastward along Douglas avenue, which could be accomplished only at very great cost.

Any change of this nature on the east side, it was said, would completely change the approach on the western side which has been definitely settled.

The whole question was discussed by the three engineers and they agreed that there would be great difficulties in the way of providing an overhead bridge and that probably the best solution was that which has been arrived at, the level crossing provided for in the plans.

WEDDINGS

Schleicher-Miller.

Tuesday, Nov. 19.

An interesting event took place yesterday afternoon at 3 o'clock in the rooms of the Girls' Club when one of the young women who has been active in the organization, Miss Christine Miller, was united in marriage to Otto Schleicher. The rooms were nicely decorated with flowers sent by Messrs. Pederson and Cruikshank. The ceremony was performed by Rev. L. A. McLean in the presence of a large number of ladies who were responsible for the formation of the club, and have been instrumental in its progress. They presented to the bride as a token of esteem a handsome china teaset, and it was also an appreciation of her services as president during the last year. The bride and groom will make their home at Pleasant Point.

O'Connor-Wormald.

Tuesday, Nov. 19.

A quiet wedding took place last evening at the residence of J. Smith, 9 George street, when Michael J. O'Connor, of New Zealand, and Mrs. Ada Wormald, of Halifax, England, were united in marriage by Rev. L. A. McLean. Mr. and Mrs. O'Connor will reside in this city.

Miller-Newis.

Wednesday, Nov. 20.

A quiet wedding took place yesterday at 191 Paradise row, the residence of the officiating clergyman, when Alexander William Miller, of Lower Barney's River, Pictou county (N. S.), and Mrs. Geanette Newis, of Mill Branch, Kent county, were united in marriage by Rev. L. A. McLean. The happy couple will reside in Pictou county.

Cox-Philp.

A quiet but pretty wedding took place in Trinity church, when Rev. Mr. Armstrong united in marriage Miss Rae Philp, of London (Eng.), to P. Leslie Cox, of this city. The bride was attended by Miss Ida L. Cox and the groom was supported by F. R. Philp. Mr. and Mrs. Cox will reside at 27 Britain street.

Torrence-Smith.

Wednesday, Nov. 20.

A quiet wedding took place yesterday afternoon at the home of the officiating clergyman, Rev. W. Camp, 302 Princess street, when James M. Torrence, of Fredericton, was united in marriage to Mrs. Mary Francis Smith, of Sussex. The bride was dressed in a traveling costume of grey whipcord with hat to match. Mr. and Mrs. Torrence left last evening on the 6.35 train for Sussex, where they will reside. Mr. Torrence was a member of the military band in Fredericton, while Mrs. Torrence has many friends in the maritime provinces and the United States.

Dawson-Gray.

Wednesday, Nov. 20.

A quiet wedding took place at 41 Douglas avenue yesterday afternoon when Geo. Dawson, a locomotive fireman of the I. C. R. at Moncton, and Miss Florence Gray, of Moncton, were united in marriage by Rev. David Hutchinson, D. D. They were attended by Edward Gray and Miss Jennie Gray, of Moncton. Mr. and Mrs. Dawson will reside in Moncton.

King-Bareham.

A very pretty wedding took place Tuesday evening when Rev. H. A. Cody united in marriage Pansy C., only daughter of Mr. and Mrs. Arthur C. Bareham, of Millidge avenue, to James A. King, of Dawson City, Yukon territory, formerly of this city. The bride looked charming in a brown travelling suit and picture hat. Mr. and Mrs. King left for a short honeymoon trip through the province.

Moffat-Malcolm.

Campbellton, Nov. 20—The marriage of Roland Moffat, of Montreal, son of Geo. Moffat, ex-M. P., and Mrs. Moffat, formerly of Dalhousie (N. B.) but now of Montreal, and Miss Mary Ethel Malcolm, only daughter of Mr. and Mrs. Thos. Malcolm, of Campbellton, was solemnized at the home of the bride's parents on Tuesday evening, Nov. 19, at 9.30 o'clock, Rev. Thos. P. Drumm officiating. Only the immediate relatives and near friends of the bride and groom were present.

The house was beautifully decorated with bridal roses, chrysanthemums, carnations and smilax with a color scheme of pink and white.

The bride, who was given away by her father, looked exceedingly lovely in a wedding gown of white satin victeor made entrain and with a beautiful bertha of Brussels lace. She wore a wedding veil with a wreath of orange blossoms and carried a magnificent shower bouquet of bride roses, lilies of the valley and maiden hair fern.

The bridesmaid, Miss Babin, of Edmundston, was beautifully gowned in oyster white satin charmeuse veiled in pale blue ninon with touches of pink on the bodice. The Misses Eleanor and Evelyn Mackay, of Bathurst, cousins of the bride, acted as flower girls and were prettily gowned in white hand-embroidered dresses.

The groom was supported by Hector Connolly, of Montreal.

Mrs. Malcolm, mother of the bride, wore a costume of white satin veiled in sapphire blue chiffon trimmed with blue cut velvet and gold hand-embroidery.

Mrs. Moffat, mother of the groom, was gowned in plum-colored satin veiled in chiffon and trimmed with oriental embroidery.

Mrs. Babin, of Edmundston, the bride's grandmother, wore a handsome gown of black satin veiled in black ninon.

Mrs. Mackay, of Bathurst, looked lovely in pale blue satin with an over dress of pink embroidered ninon.

The bride's going away costume was of black velvet with touches of king's blue corded silk with hat to match and handsome black fox furs.

The happy couple left on Mr. Malcolm's private car for Boston, New York and other cities and will reside on their return in Montreal. The numerous and costly wedding gifts are evidence of the great popularity of both. The present to the bride from the groom was a large diamond hoop.

A very attractive way to serve scrambled eggs is to put the eggs into a deep dish and cover with bacon, which has been cut very thin and cooked rather crisp.

Pastry and pies should be kept in a dry place or they will lose their flaky texture. Never put them in the refrigerator.

The only noiseless typewriter yet discovered is a deaf mute.

OBITUARY

Mrs. Rosanna Brown.

Tuesday, Nov. 19.

Mrs. Rosanna Brown, widow of James Brown, died yesterday at the home of Walter Brown, 178 Sheffield street. She had reached the advanced age of 88 years.

Miss Isabelle Yeats.

Tuesday, Nov. 19.

The death of Miss Isabelle Yeates, daughter of the late Alexander Yeats took place yesterday afternoon at her residence, Manawagonish Road. Miss Yeats has been ill for some time. She is survived by one brother, Charles Yeats. Arrangements for the funeral will be made later.

Mrs. John C. Briggs.

The death of Mrs. John C. Briggs occurred at the home of her parents, Mr. and Mrs. Horatio E. Wright, Head of Millstream, on Sunday morning, November 17. She leaves, besides her parents, her husband and four small children; two brothers, Thomas A., and Hiram W. at home; two sisters, Mrs. Walter Kirk, now at home, and Alice M. Wright, of St. John; also two half-brothers, Samuel E. Parlee, of Chelsea (Mass.), and James H., of Millstream; a half-sister, Mrs. Stackhouse, of East Braintree (Mass.), besides a large circle of friends. Interment will take place in the Baptist cemetery at Head of Millstream.

Judson Steeves.

Salisbury, N. B., Nov. 18—The funeral of Judson Steeves, whose death occurred at his home in Upper Coverdale on Friday morning, Nov. 15, took place from his late home on Sunday afternoon and was largely attended. Rev. F. G. Francis conducted the services at the house, and at the grave at Five Points cemetery, where interment was made. The late Mr. Steeves was one of the prominent farmers of the Upper Coverdale district, and was held in high esteem by a large circle of relatives and friends. Besides his wife, he is survived by six brothers and one sister. The brothers are Hazen and Frank, of Bridgedale, Albert county, who were present at the funeral; Xinephon, of Arizona; W. P., in Massachusetts; Albert J., in Mexico, and Emmerson J., in Rassar, Manitoba. The sister is Mrs. Smith, of Coverdale.

Hugh McCavour.

Tuesday, Nov. 19.

The death of Hugh McCavour of Lorneville, which occurred yesterday morning, removes the oldest resident of that district and a man who, during his long life, has earned the respect and esteem of all with whom he came in contact.

Mr. McCavour was born in Londonderry, Ireland, and came to this country with his parents when he was seven years old. His parents settled at Lorneville and he had been a lifelong residnt of that community. He had been a member of the Orange Lodge for more than sixty-five years and was among those who marched on July 12 in 1849 when the York Point trouble occurred.

He is survived by two sons, Hugh L. of this city and Fred of Lorneville, and four daughters, Mrs. J. M. Galbraith of West St. John, Mrs. T. J. Galbraith, Mrs. W. J. Galbraith and Mrs. T. H. Galbraith of Lorneville.

Lennox Kinnear.

Sackville, N. B., Nov. 18—Lennox Kinnear, an aged and highly respected resident of Cookville, passed away Saturday night after an illness extending nearly a year. He was twice married. His first wife was Miss Tingley, daughter of John Tingley of Sackville, and his last wife was Miss Julia O'Brien, who survives him. He leaves three sons and four daughters. The sons are Milton, Cookville; Bliss, Calgary, and John, of Washington. The daughters, Mrs. Wm. Craig, Calgary; Mrs. Bliss Steeves and Mrs. Ayer, Moncton; Mrs. Winterbottom Everett.

He was for many years deacon of the Baptist church and had many friends who will hear of his death with much regret.

Michael Kenneally.

Wednesday, Nov. 20.

The death took place yesterday at Coldbrook of Michael Kenneally in the 75th year of his age. Mr. Kenneally, who leaves his wife, two sons and two daughters, has many friends in St. John and is well known in Boston and Portland. The funeral will take place tomorrow morning.

Mrs. Frederick Radcliff.

Wednesday, Nov. 20.

The death of Mrs. Frederick Radcliff occurred at her residence, 36 Protection street, West End, Monday. She was thirty-two years of age and is survived by her husband and four small children, her mother, two brothers and two sisters. The sisters are Mrs. J. Capitani, of St. John, and Miss Ella Richards, of Boston, and the brothers are James Richards and William Richards, of this city. The funeral took place yesterday afternoon at 2.30 o'clock from her late residence.

Ephriam Pine.

Richibucto, Nov. 18—The death of Ephraim Pine, a highly respected resident, occurred very suddenly at his home on Pagan street, at an early hour on Saturday morning, at the age of 75 years. Mr. Pine had been suffering from a very severe cold but was not supposed to be in danger. His family had not been sent for but his two daughters, Mrs. Hayden, of Bay View; and Mrs. Adams, of Digby (N. S.), arrived home on Saturday afternoon, having come to visit their parents and assist in preparing for the fiftieth anniversary of their marriage, which they were planning to celebrate on December 18. Had not the heavy storm of Thursday prevented their leaving, they should have been here on Friday and would therefore have seen their father alive. Besides his wife and two daughters mentioned above, Mr. Pine leaves eight sons, grandchildren and other relatives. The sons are Frederick and William, of New York; Alfred, of Digby (N. S.), who arrived home on Sunday; Charles, of New York; Geo., of Detroit; Frank, of Pittsburg; Jaspar, of Richibucto; and Herbert, of New York. With the exception of Frank, who could not leave, all will be here to the funeral, which will be held tomorrow on the arrival of the train. Very great sympathy is felt for all, especially for Mrs. Pine.

Mrs. Rosanna Brown.

The late Mrs. Rosanna Brown, widow of James Brown, who died Monday morning, was the eldest daughter of the late John Cassidy, who left Ireland eighty years ago and settled in St. John. Mrs. Brown was born in Bandon on Dec. 24, 1824, and came here with her parents when eight years of age, and had resided in this city ever since, living for more than fifty years at 182 Sheffield street, soon after she married James Brown. He died eighteen years ago. Mrs. Brown was the mother of five daughters and four sons, of whom three daughters and two sons survive. These are: Mrs. Elizabeth Haggarty, of Vancouver, B.C.; Mrs. Jennie B. Barnes of this city; Mrs. Sarah Dwinell, of Maynard, Mass.; James A. and Thomas C., of this city. There are also fifteen grandchildren and several great-grandchildren. Mrs. Brown's death was somewhat sudden, she having attended divine service just a week before she died, and at that time appearing in her usual health. She was a member of Carmarthen street Methodist church.

Wm. F. Robson.

Wednesday, Nov. 20.

After an illness of four months, William F. Robson died at his home, 95 Sydney street, yesterday. He is survived by his wife, one son, Wm. F., jr., and three daughters—Misses Constance, Hazel and Susan. Mr. Robson was forty-eight years of age and had been a member of the staff of W. H. Hayward & Co. for the last thirty years, latterly occupying the position of chief clerk. His death will be sincerely regretted by a large circle of friends.

Mrs. Julia C. Fowlie.

Thursday, Nov. 21.

The death of Mrs. Julia C. Fowlie, wife of Eunisa Fowlie, occurred yesterday morning at her home, 197 Bridge street, after an illness of long duration. She is survived by her husband, five sons, four daughters and two sisters. The sons are William, Frederick and Alexander of this city; Charles, of San Francisco; and Harry of Oakland (Me.) The daughters are Mrs. Albert Mowry, of this city; Mrs. John O'Reilly, of Aukland (Me.); Mrs. Ernest Appleby, of Randolph (Mass.), and Miss Jennie at home. Mrs. D. Kierstead, of Pittsfied (Me.), and Miss Mary J. Murphy of Oldtown (Me.), are sisters. Mrs. Fowlie was a daughter of the late Robert and Julia Murphy, of Millstream (N. B.)

Miss Ida Hamm.

The death of Miss Ida May Hamm, the fifteen-year-old daughter of Mr. and Mrs. Henry Hamm, took place Tuesday evening at their home at Grand Bay after an illness of a year. Besides her parents, Miss Hamm is survived by two brothers, Roy and Phillip, and one sister, Bessie. The funeral will take place on Thursday afternoon at 2.30 to the Baptist church at Grand Bay where the service will be held.

Mrs. Margaret Dunphy.

Many friends will regret to learn of the death of Mrs. Margaret Dunphy, widow of the late Captain Leonard Dunphy. Mrs. Dunphy was in her 79th year, and is survived by three sisters—Mrs. George E. McLean, of Cumberland Bay; Mrs. Eliza Spence, of the North End, and Miss Mildred McLean, of St. John; and by two brothers—Wellington McLean, of Cumberlond Bay, and Richard McLean, of Wells, Michigan.

Capt. Henry Calhoun.

Thursday, Nov. 21.

Captain Henry Calhoun, widely known throughout the maritime provinces, died at his home in Rothesay yesterday at the great age of 90 years. Many friends will read today with regret the news of his death.

Captain Henry Alline Calhoun was a son of the late John Calhoun and Ruth Grace Cole Calhoun. He was born at Hopewell Cape, Albert county, on December 31, 1822. In his early days he went to sea in his father's vessels, and at the age of nineteen became master mariner, sailing to foreign ports. During the Crimean War and Indian Mutiny he was in the employ of the French and British governments carrying horses, soldiers and ammunition to the seat of war. Before the days of steamships he was engaged in the passenger trade between Great Britain and Australia.

He became associated with Captain Mounce, of Newport Landing (N. S.), building ships, and from there went to Liverpool, where he entered the shipping business with Andrew Gibson & Co., and continued with them for ten years.

After selling his shipping interests in Liverpool, Captain Calhoun returned to his native country, and engaged in extensive farming operations for eighteen years. He then moved to Rothesay, buying the McMillan place and erecting a comfortable country house, where he lived a retired life.

Captain Calhoun was a man of great intelligence, and while he lived quietly, his hand was always ready to help the poor and unfortunate, and he was a liberal giver to all Christian denominations and philanthropic works. He was three times married, his two first wives being sisters, Rachel and Lydia Vaughn, of St. Martins. His surviving wife was Mrs. J. C. Cole, of Amherst, and was formerly Adelia Calkin, of Sackville. He leaves no children. The adopted children of the family of his deceased brother, Captain John Calhoun, are: John A. Calhoun, of Philadelphia; Charles A. Calhoun, of Nevada, and Mrs. F. C. Bogart, of St. Martins. Miss Ayer, daughter of his deceased sister, and his stepson, R. Warren Cole, of Sackville, also survive him.

CONDENSED NEWS; LOCAL AND GENERAL

David W. Belyea, the new clerk of the city market was sworn in Tuesday morning by his worship the mayor.

At Lower Island Cove, Bay de Verde and vicinity some men are still fishing and find cod plentiful. Herring bait is also abundant and on this Monday last boats averaged 4 qtls. of codfish.—Telegraph, St. John's (Nfld.)

Summerside Pioneer: Sixty-three years ago this week the brig Fanny sailed from this province for California. Mr. J. H. Gates, of Charlottetown, and Mr. Duncan McDougan, a seaman, are the only known Island survivors of that famous adventure.

It is expected about the north end that this week will finish the season in some of the mills in that neighborhood, and that by Saturday at least, two or three will have closed operations for the season. Two or three will run throughout the greater part of the winter provided the weather conditions are not too severe as they have a sufficient stock of logs piled.

Moncton Transcript:—The United Baptist church of The Glades has been thoroughly renovated and equipped with a class room, vestry, library hall, choir room, basement and up-to-date heating plant. The workmanship of each department met with highest commendation from all. The interior is finished in neat designs. The outlay will be in the vicinity of $2,000. Mrs. Jordan was a heavy contributor, and also the people of the place.

Charles S. E. Robertson, who during the last eighteen years has been in the employ of W. F. Hatheway Co., Ltd., intends severing his connection with that firm at the first of the year and will join the office staff of F. P. Reid & Co., Moncton. Ralph N. M. Robertson, who has been bookkeeper for Percy B. Evans, will leave that firm on January 1 and will take a position with the L. C. Prime Co., Ltd., as manager of the West Indian business.

OTTAWA AS VIEWED BY AN AMERICAN HUMORIST

(E. W. Thomson in Boston Transcript.)

Ottawa, Nov. 11—And who is your governor general now?" affably inquired an old lady of one of Boston's best families some weeks ago of a Canadian in the Hub. "He is the king's uncle," replied the visitor, expanding; "brother of King Edward, son of Queen Victoria, father of the Princess Patricia, husband of the daughter of the late Prince Frederick Charles of Germany, a cousin of one emperor and nephew of another." "Quite well connected," said the old lady, approvingly. Possibly she may occupy a suite at the Chateau Laurier for awhile this winter. That new Ottawa hotel of the Grand Trunk Railway Company's rising transcontinental chain of magnificent and comfy caravanseries will shelter scores, possibly hundreds, of United States magnificoes, and even several Massachusetts people, who mean to register at Government House, by way of indicating that they are not down on royalty. Some of the Great of Montreal, and it is boastfully hoped of Toronto itself, will be there. Also real ministers of the crown, Canadian variety, and members of parliament whose lofty souls harbor no wish to economize their sessional allowance. Casual Yankee millionaires may be awed in rotunda and corridors on beholding Colonel Sam Hughes, minister of militia, warriors of his general staff, admirals, commanders, captains of the Canadian navy.

Visiting foreigners alert of ear may be privileged to overhear noble talk on how the Duty of the Truly Loyal requires them to vote millions and millions of Canadian money to support an imperial fleet off the coasts of Great Britain and Germany. Discourse on the impropriety of evincing lack of confidence in the admiralty, by expending any cash on defences for Canada's coast cities and coal mines, may delight visiting altruists. That large expenditure on Armaments is necessary to so deplete the Ottawa treasury that good excuse may be afforded for higher customs taxes, and therefore more patriotic protection to deserving Canadian manufacturers will be a popular tenet in the "Chateau Laurier." Some talk of changing its name to "Chateau Connaught," for why should a past premier continue to be honored? But sweet are the uses of his adversity to some dear Tories who gloat that the title of the house ever reminds them how they regard Sir Wilfrid as "the man who was." Talk of changing it to "Chateau Borden" is unheard, since the posture of politics hints strongly that the old premier may be a new one before long. Moreover, Mr. Borden is really too modest to relish such employment of his name. He remains a minister, though he could have been knighted. It is said he consented to become a "Right Honorable" only because that title came with position in H. M. Privy Council, which duty required him to accept.

If chances of contact with specified Grandissimos charm many hither for the session, which will begin on the 21st inst., multitudes of the younger may come for winter sports. Here we are blessed with abundant, seasonable snow and ice, wherefore skioodling, skating and tobogganing ever dissipate the absurd notion that winter is disagreeable. But this year, if an inspiration of Cy Warman, Grand Trunk Ideas Inventor (whose only possible rival in fertility of imagination is George Ham of the C. P. R.) be materialized, Ottawa will offer the finest sliding west of Switzerland, right alongside the Chateau. There is situated the long chain of locks by which the Rideau Canal lowers vessels to the Ottawa River, a total fall of two hundred or more feet in one-third of a mile from the street before the hotel to the ice of the half-mile-wide stream. A dozen chutes built over the locks would carry as many streams of toboggans down to and across the river from the city centre, which is now a great plaza where many thousands might assemble without hindering traffic.

By electric lighting the scene can be made splendid, delightful, safe throughout its whole course. For this grand sporting plan nothing is necessary except G. T. R. money to fulfill it, and the government's consent to building a great roof-like chute, removable in spring, over the Rideau locks. No doubt the city authorities would approve, the whole population would roar wrath if they didn't. What crowds would come to town for fun, to say nothing of the chance of seeing the beautiful Princess Patricia coming up the river with rosy cheeks and frost filaments for hair! Parliament buildings overlook the locks. Both commons and senate chambers are near. When tobogganers became weary of sliding, or overexcited by too much royal and noble company, what restful sleep attainable by going in to hear the oratory! Mr. George Eulas Foster will be audible much of the time. For inventing the whole project, Mr. Warman will, perhaps, be commemorated by a gigantic statue of himself in the Plaza, done afresh each winter, in snow, signifying his purity. At thought of the suppers and hot-scotches which his chutes may cause to be consumed in the neighboring chateau, one conceives a boom in Canada's sublime provisions and distilling trades.

There was till lately just one thing dangerous to this project. Ottawa city water has been more productive of typhoid fever than palliative of thirst for some years back. At each new outbreak of disease the city health officials fed the intake with more and more of a disinfectant disgusting to taste and smell. This condition was highly defensible on protectionist reasoning. Foul city water stimulated production and consumption of soda water, beer, various grogs and much clean water brought from springs untainted in the region lying round about. This promoted home industries, busied doctors and nurses, gave employment to many workers, caused money to circulate, kept it in the country, furthered the manufacture of bottles, kegs, barrels, shrouds, coffins, turned our natural resources to account for ourselves, etc. As for the poor, they could sterilize city water by boiling it, thus promoting trade in wood, coal, pots, kettles, stoves. Then they could drink it safely, if their palates didn't forbid, just as they can consume lots of other stuff that the protectionist system gives them in lieu of better, which wicked free-traders would untax and import. To lament for the Masses is pure demagoguery anyhow! If their tastes were consulted what would become of many patriotic manufacturers? Despite all these grand considerations Ottawa's city fathers, being often prodded by the provincial health authority, slowly crawled to conviction that good water must be supplied. After that they dawdled for a year, being very intelligent and therefore aware of every question having two sides, before agreeing that a new iron pipe intake should be bought and laid, since examination of the old cement one showed it to be collecting sewage through numerous gaps, politely termed leaks. The source of supply was pure all the time. This new pipe will provide good water for every citizen and visitor this winter. Ottawans addicted to washing themselves can hereafter do so without the disgust hitherto arising from an evil-smelling germicide. Some grand festivals have been held to celebrate smaller deliverances. Cy Warman's Chutes will sufficiently furnish our rejoicing.

The Democratic triumph has largely affected Canadian politics. A period of much lowered United States tariff is expected here. It seems reasonable to presume that Canadian grains, ores, woods, fish, and raw materials in general will be admitted free into the republic, reducing the cost of living and manufacturing there. Though the Washington chambers may not repeal the Taft-Fielding reciprocity agreement very soon, it is assumed that they must repeal it to get free entirely for new tariff-moulding. Meantime the Liberals here, Laurier's opposition party, may be freed from internal dissension. This came of many of them, including all the westerners, contending that the party should stand for acceptance of "the pact," while many others, mostly Ontario men, contended that reciprocity should be dropped as defeated and dead. The whole party can now agree to "lie low" for the Democratic tariff. This may be also the Conservative, or government, attitude. Premier Borden and his supporters alleged, before their success at the polls, that vast harm would be done to Canada by that abolition of United States custom taxes on grains and on other raw materials imported from Canada which "the pact" proposed. Such diversion of Canada's natural resources from manufacture by Canadian mills, packeries, etc., would be worse, they argued, than such importation to Canada as the "pact" tended to promote. If they adhere logically to this notion, they must place Canadian export taxes on grains, woods, etc., in case the United States admit these things free. But that would be to enrage our west anew. Nobody supposes Mr. Borden foolish. It is very conceivable that a large reduction of United States customs taxes in general will stimulate Canadians to similar policy, our public mind being always strongly influenced by neighboring argument and example. Meantime a waiting attitude is enforced on parties here. Hence the coming session is likely to be less tumultuous on the reciprocity subject, by clashing of west and east, than it would have been had the Democrats not obviously come into full control.

Because they must so wait on Washington, neither of our party leaders can much wish for a general election soon. The call of the west for such election would probably be loudened if a redistribution-of-representation act were passed the coming session, as is required by the B. N. act, Canada's constitution, on "completion of the decennial census." Surely "completion" should be taken to signify such degree of tabulation as would enable redistribution to be effected between the provinces, according to their ascertained populations. It is, therefore, open to Sir Wilfrid to contend that a redistribution act should be passed this year, though he himself waited two years after the census of 1901. But no great addition to western representation was then due. Now the prairie folk are entitled to twenty-one or twenty-two members of parliament. This title would be made clear by enactment, yet withheld, if a general election did not promptly follow a redistribution act. Since neither party much desires an early general election, the simple way to postpone is by delaying what must precede it. Probably the Borden government will take this course. Yet there has been talk of a dissolution if the opposition obstruct the government's navy policy. Nobody yet knows its nature. That its details have not been settled is plain from Sir Richard McBride, premier of British Columbia, being now here to assist in framing them. The Balkan war may aid Mr. Borden in pleading "emergency" as a reason why Canada should at once hasten coast defence, reorganize her whole military system with reference to need, and also vote large moneys to aid Great Britain in sea-supremacy. But his organs indicate that he will put Great Britain aims safely upon Canada. This seemed likely a few weeks ago to be unpopular and dangerous to his tenure of power. Now he can propose a cart-before-horse programme without danger that Sir Wilfrid will seek popularity by obstruction, which is not Laurier's way. If the government vote large moneys for armaments found needless a year or two hence, then their punishment for undue haste will be incurred. Meantime, can any rational being who has read Homer Lea's two great books and Silburne's Evolution of Sea Power imagine that Canada, Great Britain and the United States do not urgently need greatly increased sea-forces?

About this time of year Canadian aspirants to knighthood stir up public wonder about "Who's to get honors at New Year's." Such wonder is easy in view of Lord Grey's batch of knights. A few of them were previously mere moneybags. These chaps have not enhanced the value of such titular distinctions. Perhaps his wise royal highness, the Duke of Connaught, may elevate respect for the whole collection of knights in Canada by giving the rank to some who are already distinguished for qualities and service inconsistent with big money-making. Is it because Colonel George T. Denison is a native Canadian, one dear to the U. E. Loyalist families in general, that he, whose spirit was ever knightly in the true sense of that word, and who did more than any other man of his lengthy time to keep the U. E. L. flame alive, has never been Sir George? Perhaps he has refused. That explanation would be creditable to a successor of governors-general. Colonel George never published it, is not that kind of man. Then there is Senator Kirchhoffer, exemplar of high sportsmanship, gentle hospitality and lovely manners to two generations of Canadians, whom a million friends would delight to hail as "Sir Nesbitt." True, both these gentlemen have the misfortune to be Tory, but that is pardonable, some may think even commendable in men born so. They are of such age that there can't be a great deal of time in which to enhance Canadian respect for titles by knighting them. If this be soon done patriots may feel encouraged to nominate a very few other worthies for like treatment.

AN ILLUMINATED ADDRESS.

"My dear sir," said the city magnate to his actor friend, "artistically, the stage no doubt, is a very fine profession. But where does it leave you in your old age? In the workhouse. Now I— I'm forty-five; already I've retired from business, with a fortune; I'm an alderman, and respected by my fellow-men. Why, only yesterday I was presented with an illuminated address."

The actor smiled.

"Why do you laugh?" his friend asked angrily. "Have you ever had such a thing? Have you ever had an illuminated address?"

"Once," replied the actor. "My lodgings caught fire only this morning!"

Sponge black goods thoroughly with alcohol to take away a dusty look.

RETAIL COAL YARDS OWNED BY RAILROADS

Philadelphia Dealers Admit Condition Before State Commission

WITNESS RELUCTANT

Congressman-Elect Edmonds, "Independent," is Lessee of Reading—Exposure Likely to Lead to Country-Wide Investigation.

Philadelphia, Nov. 19—Evidence that the anthracite coal carrying railroads not only own the mines and carry their products but own retail coal yards as well was brought out yesterday at the hearing before the State Railroad Commission for the purpose of ascertaining if the rates between the anthracite mines of Pennsylvania and the city of Philadelphia are discriminatory and prohibitive.

The admission that the Philadelphia and Reading and Pennsylvania railroads own or control the retail coal yards of the city was wrung from numerous retailers who had been summoned before the commission to tell what they knew of rates charged by the railroads for the transportation of coal.

Confronted by the attorneys for five railroads named in the petition the retailers were in a delicate position and endeavored to squirm out of an incriminating answers regarding the ownership of their yards until cornered.

Almost as startling as the evidence that they might be looked upon as the agents of the railroads were the further admissions that some of the dealers had only thirty day leases on their yards and that should they do or say anything to which the railroad authorities might object they would be in a way to have their leases annulled.

Other dealers were more fortunate, some of them having five year leases, but even these showed reticence in answering certain questions asked under the eyes of the attorneys of the railroads.

The first witness to admit that he did not own his yards, but leased them from the Philadelphia and Reading railroad, was George W. Edmonds, vice-president of the Coal Exchange and congressman-elect. For years Mr. Edmonds has been looked upon as one of the largest independents in eastern Pennsylvania. When newspaper men or publicists were anxious to get an expression on the coal situation from a "representative independent" Edmonds was the man sought.

Following Mr. Edmonds a dozen other retailers were placed on the stand and testified to the same condition. Some coal carrying railroad owned their yards. They were simply lessees. Some of them testified that the railroads even owned the trestles, while others said they had erected these.

The most important facts established today by Prof. Ward W. Pierson, who with his law partner, Harry E. Belis, and Harold S. Sherts, representing City Solicitor Ryan, are representing the business men who are petitioning the railroad commission to reduce the freight rates on coal, were:

That the railroads own the majority of the coal yards in Philadelphia and probably in other cities.

That the price of coal at the mines in each of the three anthracite districts of Pennsylvania—Schuylkill, Lehigh and Wyoming—is the same.

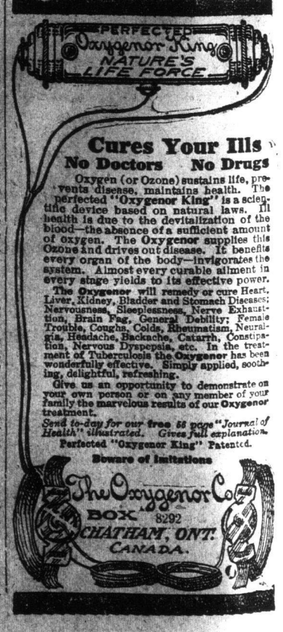
That inflated prices of coal are due to excessive rates and dictation by coal carrying railroads.

That there is a drawback of 40 cents a ton on lighterage charges on Port Richmond shipments. The flat rate is $1.70 a ton, but upon the bill of the consignee the drawback is deducted by the company.

W. B. Crossley, general coal agent for the Philadelphia & Reading railroad, was a reluctant witness when called for the purpose of ascertaining how a railroad fixes coal rates. Prof. Pierson asked him how he would go about fixing a new rate or adjusting old rates. The usual answer was:

"You see it is not always prudent to adjust rates. It might be well to lower, but you must always have a weather eye for the competing line."

While the hearing started was for the purpose of ascertaining if the railroads are charging prohibitory rates for the transportation of coal from the Pennsylvania fields to Philadelphia, after some of the evidence brought out it was predicted that government investigators must take a hand and ascertain if the condition apparent here whereby the coal carrying railroads own the retail yards is also in vogue in cities outside of Pennsylvania.

If this is the case the local probers declared the Interstate Commerce Commission must take cognizance of the condition immediately and start a country-wide investigation.

The railroads as defendants at the hearing are the Philadelphia and Reading, the Pennsylvania, the Central of New Jersey, the Lehigh Valley, and the Delaware, Lackawanna and Western railroads.