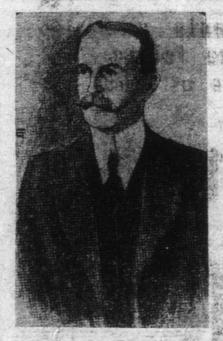
FIGURES IN BRITAIN'S FIGHT

NUMBER FOUR

"I have considerable sympathy with Lieut. Shackleton," said the Earl of Crewe at the last Dominion Day dinner in London. The hero of the South Pole expedition had just returned to London, and was the man of the hour. He was one of Lord Strathcona's guests that night. His adventures and achievements were the subject of remark by Earl Grey, Hon. W. S. Fielding, the Duke of Argyll, and other speakers, and his modest references to himself and the hardships of his expedition were a notable feature of the Canadian gathering.

"I have considerable sympathy with Lieut. Shackleton," said the Secretary of State for the Colonies, "because it has been my lot, too, to lead a band of gallant hearts through the rigors of the polar regions." Even Strathcona and Argyll appreciated this allusion to the lot of the leader of the Liberal party in the House of Lords, especially in view of the storm clouds already hanging all around the sky.

Lord Crewe is tall, handsome, self-possessed, representative of a good type of English nobleman. He is a Cambridge man, and combines a taste for literature with a capacity for business. His literary gifts are represented in a volume of poems entitled "Stray Verses." His capacity for business management and administration was revealed to the Imperial Press delegates when as chairman he piloted the first day's conference through what but for him would have been a ragged and purposeless discussion on cable news service and cable



THE EARL OF CREWE.

rates. It was our first meeting, and many delegates desired to make London hear the latest word from overseas. Lord Crewe, with the courtesy of a gentleman and with the firmness of a man who as Lord-Lieutenant of Ireland went through the exciting times of the second Home Rule proposals, kept everybody in order, and not only then but on other occasions made a distinctly favorable impression on the delegates.

Some of the loyalist gentry tried to break him when he first went to Dublin. He was only thirty-four. He had written poetry. He looked more like a litterateur than like an Irish Lord-Lieutenant. He was appointed by Gladstone. Why not crush him at once? And so they refused to appear at the Vicereigal Court. But they misreckoned their man. He was courtesy itself, but to this day he is remembered for his unbending dignity.

Indeed, he came by that grand air honestly. His father, the first Baron Houghton, visited Toronto many years ago. He was well known to the past generation—Richard Monckton Milnes—as a writer and politician. In Toronto he was one day the guest of the late Senator McMaster. The courteous Senator showed him the sights. Driving up Jarvis street they passed a great brown-stone church which had recently been erected. "What building is that?" asked Lord Houghton. With something of pride, for he was a member of that congregation, the Senator replied, "That is a Baptist church." Lord Houghton looked at it a second time as if amazed: "You don't tell me! Well what assurance these Dissenters have!" His son had a reputation for hauteur when he dealt with the supercilious and domineering gentry during his regime in Ireland. But for those services he was created the first Earl of Crewe.

On the formation of the Campbell-Bannerman Government in 1905 Lord Crewe was made Lord President of the Council, and because virtually the Liberal leader in the House of Lords, although at first the position was nominally held by the late Lord Ripon. His first testing and triumph was when Birrell's ill-fated Education Bill reached the reactionary Chamber. He surprised everyone by his mastery of so complicated a measure, his knowledge of every detail, and his readiness in reply and in argument and in repartee. It was inevitable that he should succeed Lord Elgin as Secretary for the Colonies.

In his handling of the new South African constitution last summer and more recently in the stormy days and nights of the Budget debate, he was master of the situation. He is not eloquent of speech, but he commands attention. Always courteous, he can thrust with the best of them, and even his father-in-law, Lord Rosebery, has yielded him first blood. He is owner of more than 25,000 acres, but his political Liberalism and his democratic spirit make him a leader among the Lords in support of the Budget.

J. A. M.

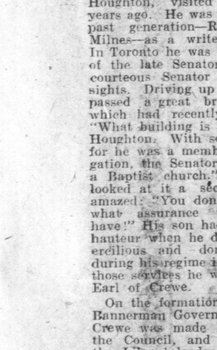
NUMBER FIVE.

"John Morley stands by himself, alone and apart, as a philosopher, an historian and a man of letters in the politics of Britain. The Spectator despite its general opposition to his views, political as well as religious, said the other day: "Lord Morley of Blackburn is one of the most distinguished men of letters who have ever sat in either House." Macaulay might be named, but not even he had the remarkable variety of rare literary gifts, and while as a man of letters Macaulay was a peer, he was lacking in that marvellous insight, that philosophic grasp, and that utter freedom from prejudice which combine to make Morley one of the truly great men of modern times. This in Morley is the peculiar grace that, while his learning is profound, and while he has thought himself through the complicated and vexed problems of life and of government, he still is able to deal with the minute details of each question as it arises and to keep firm grip on his ideals while he gives himself to doing the much lesser thing possible under existing circumstances. The tragedy of life for many an idealist is that, finding his plans miscarry and his hopes unrealized, he turns synic. Life has not been all summer for John Morley, and many of his cherished seedhopes have not come to fruition, but old now, and to the shallow eye broken, he still hopes on, breasts forward, never doubting right will triumph.

The marvel of Morley's work is its supreme excellence in the most diverse lines. He can make a great speech, direct, pertinent, impressively eloquent, as he did the other day in the House of Lords when he gave incomparable expression to the position of Liberalism in relation to the Budget and to the constitutional questions involved. He can write a newspaper editorial expressing the same views, but in temper and terminology of the practised journalist. He can discuss the same question in a review article with the appropriate equipoise and balance of judgment. And were he the historian of the present conflict he would present its origin and progress and issue in the white and steady light where neither personal opinions nor party prejudices would interfere. No other living man can be named who could do four such things as John Morley has done them. In the doing of them through the past forty years he has made imperishable contributions to the literature of the world.

He visited Toronto a few years ago, and great indeed was the privilege to hear the conversation between him and his host at "The Grange." These recent years have laid upon him an even heavier hand than upon Mr. Goldwin Smith. When he honored the Press Conference by presiding on the day devoted to "Literature and Journalism" the marks of the appalling burden which the Secretary of State for India cannot escape were deep upon him. He seemed broken in body, but his intellect was undimmed and his courage undaunted. For three days we had been hearing of what were declared the Problems of Empire—the Cables, the Navy, the Army and some there were who openly questioned the propriety of devoting the last session of Literature. It was good to have John Morley cut through their easy sophistries and challenge us in put first things first. Here are a few of his quietly-spoken sentences:—

"There is a connection between Literature and Empire. As if our glorious English tongue were not one of the glories of Empire—as if it were not, perhaps the strongest, the most enduring bond of Imperial Union—as, possibly a thousand times stronger and more enduring and wider and deeper Imperially than all the achievements, magnificent as they are, of all the soldiers and sailors and of the statesmen who have directed them. As if Shakespeare, and Burns, and Bunyan, and Swift, and all the rest of that superb gallery were not the greatest of British Empire-builders. I know not in the history of mankind of a more stupendous—I had almost said more overwhelming—fact than the supreme domination of the English tongue over Millions in the new world of



JOHN MORLEY.

the West and in the ancient worlds of the East."

Is it any wonder that men who had been hearing nothing for days but the rattle of Imepriai arguments were grateful for this calmer, serener, and more steadying voice? And that is what John Morley, through his writings, his essays and especially his historical biographies, has been doing for a generation in the lives of thousands of men in all parts of the world who today speak his name with reverence.

To be sure, you might miss the great man in a crowd. He is shy and sensitive, and never obtrudes his opinions. In personal appearance he is rather careless. At the reception given by their Majesties at Marlborough House his coat was buttoned away, his cravat was brilliant-colored and out of place, and his silk hat was old-style and unbrushed. But he was the greatest scholar, the profoundest thinker and the rarest spirit on the grounds that day.

No tribute to Morley's worth could be greater than the fact that, despite his life-long agnosticism in things religious, poles asunder from the conventional orthodoxy of England, he has come to be trusted and honored and loved, and once the Premiership was almost within his reach. His lack of faith, such as his countrymen hold, never warped his judgment or prejudiced his estimate of other men. His essays on Diderot and Voltaire are as free from bias as is his Life of Gladstone. He could not be a scoffer. He never was a pessimist. The one thing he misses at his new home at Wimbledon Park is a mountain, because, as he once said with that far-away tone in his voice, "beyond the mountain there is hope."

NUMBER SIX.

Richard Burdon Haldane does not look like a man of war. His great, smooth, full-moon face proclaims him a philanthropist, and his university record makes him out a philosopher. He was the foremost man in philosophy in all the Scottish universities thirty years ago, and three years before entering Campbell-Bannerman's Government as Secretary of State for War he was Gifford Lecturer in St. Andrew's University. Students are not ignorant of his essays in philosophical criticism, his Life of Adam Smith, or his work on Schopenhauer. Lawyers knew him years ago as one of the most powerful members of the English bar, and in the great days of old, when Mowat was making his fight for Provincial Rights before the Privy Council, his briefs were held by Haldane.

And this was the man—this educationist and philosopher and advocate—chosen by Sir Henry Campbell-Bannerman to restore order and efficiency to the British War Office after the schemes of Brodrick and Esher and Arnold-Forster had ended in failure and bewilderment. Everybody was surprised. That the serious-visaged Scottish scholar and lawyer who had represented Haddingtonshire since 1885 should be a member of the new Liberal Cabinet was taken for granted, but plainly he was the man for Lord Chancellor. To the War Office however, he went, and there he has stayed.

And, what is more, he became master of the situation. The military experts predicted confusion worse confounded. They had already in the War Office the wrecks of three paper armies. This pondorous-headed Scot would doubtless produce another. But the Scot said nothing. He gathered all the evidence, as though he were preparing a case for the Law Lords. That evidence included not only the records in the War Office, but also the situation in the country and throughout the Empire. He had no preconceptions and no prejudices. He put this question to himself: What kind of an army does Britain need? For that question he sought an answer. It was his own answer, and not one accepted ready-made from the War Office officials. He took a year

R. B. HALDANE.

to make up his mind. Then he acted. A new thing was the result. The minister gave the military men a new idea. The result is seen in the reorganization of the forces on radical lines. There followed an awakening of public interest and of public confidence in the War office. The scheme for the Territorial Army was made a success. The philosophical lawyer did what military men said could not be done.

Mr. Haldane has been a lifelong friend of Mr. Asquith. They were young lawyers together. They began politics together. The Eighty club was their first school for political service. That was more than twenty-five years ago. Last summer I heard them speak, one as chairman, the other as guest of the Eighty club, and both renewed their pledges of loyalty to the political creed they espoused in early life.

Both Haldane and Asquith belonged to that group of Liberals who were allied with Rosebery and the Imperialists rather than with the more democratic wing now led by Lloyd-George and Churchill. But with Rosebery a wandering star, and with the questions of Empire no longer open, there is no significant difference of opinion on essential points among the members of the Asquith Cabinet.

Mr. Haldane spoke to me with evident pride of his associations with the late Sir Oliver Mowat, and of his respect for Mowat's judgment on constitutional questions involved in the appeals before the Privy Council. Haldane himself is not unlike Mowat in his mental equipment. He has the same solidity of character, the same caution, and the same pertinacity in fighting for what he believes to be right. His unreserved support of the Lloyd-George Finance bill has been a reassuring influence in British public opinion. He is no imaginative idealist. He is no shallow thinker. His whole life has been devoted to the applying of great principles to complicated conditions. And no man ever yet reflected on either his uncommon ability of his incorruptible integrity. That he is on the bridge is an assurance that the ship's course will be straight, and that, despite the storms and shoals, it will come safe to port.

J. A. M.

Corinthian Afloat.

Halifax, Dec. 23.—The Allan liner Corinthian was floated this morning with the aid of the C.P.R. tug Cruiser and four Halifax tugs. She is now at Furness relonding her cargo for London. The Havre steamer came off the ledge easily without apparent damage and no signs of making water. It is expected she will sail Saturday night.

The peculiar properties of Chamberlain's Cough Remedy have been thoroughly tested during epidemics of influenza, and when it was taken in time we have not heard of a single case of pneumonia. Sold by all druggists.

C. & E. COMPANY MUST PAY TAXES

Supreme Court En Banc Throws Out Appeal Against Decision of Chief Justice.

The appeal from the order of Chief Justice Sifton confirming the return of the tax commissioner of the department of public works in respect of local improvement district No. 607, has been dismissed by the Supreme Court en banc.

The taxes in arrear in respect of which the order for confirmation was made were those of the year, 1906, which were imposed under the authority of the act of 1903. The party assessed was the Calgary and Edmonton Land Company, to whom patent issued only on the 19th of June, 1907.

The act of 1903 provides that "the council may cause to be levied in each year, a tax upon every owner or occupant in the district for all land owned or occupied by him. "Owner," according to the act included any person who had any right, title or estate whatsoever or any interest other than that of a men occupant of land.

The question to be decided by the Supreme Court en banc was whether the patentee was liable to assessment in respect of the land in question prior to patent, so as to admit of the application of the provisions of the act, whereby ultimately, in default of payment, the land should be "absolutely vested in His Majesty freed from all liens, mortgages and incumbrances."

As a result of the judgment of Chief Justice Sifton, before whom the case was first argued in Calgary on December 15th, 1908, and which has been upheld by the full court through the dismissal of the appeal of the C. & E. Land Company, the Province may collect taxes on the lands of that Company in arrear for over two years. On non-payment of the taxes within a year the lands in question, which include some 50,000 acres, become forfeited to the Province.

Affects C.P.R. Cases.

In pleading the case before the full court in Edmonton last September, R. B. Bennett, solicitors for the Land Company, the chief interest in which is held by Messrs. Osler, Hammond and Nanton, sought to take advantage of certain C.P.R. taxation cases, the questions being cognate, but the court differentiated the C.P.R. cases from those of the C. & E. Land Company. Sidney B. Wood, deputy attorney general conducted the case for the province.

The judgment of the Supreme Court of Alberta will be of value in the C.P.R. cases which the Province will plead before the privy council next year. The cases involving taxation of C.P.R. land in the Province will be brought up at the sitting of the Supreme Court here in January. The court will have to dismiss the actions because of the judgments of the Supreme Court of Canada affecting the taxation of C.P.R. lands. The cases will then be carried direct to the Privy Council by the Attorney-General's Department.

Mr. Bennett has stated that he will appeal from the judgment of the Supreme Court of Alberta in the C. & E. land case to the Supreme Court of Canada.

DISTRICT NEWS

FORT SASKATCHEWAN.

Bulletin News Service.

The flag at the barracks is half mast in honor of the memory of Inspector Church.

The Juvenile Bostonians gave an excellent program before a full house Monday evening.

Business is away ahead of last year as can be seen by the smiling faces of the storekeepers.

There are quite a few visitors to the Fort for Christmas, among whom are Mrs. D'Easom, Mr. Bowen and Mr. and Mrs. Mount.

The Christmas supper, held by the Young People's Anglican society, was held on Tuesday evening. The supper and program following were a splendid success, and much thanks is due Mrs. (Rev.) Wilkinson and the other ladies for arranging the enjoyable evening.

Another little citizen has arrived at the home of Mr. and Mrs. Rudolph Becher last week.

Fort Saskatchewan, Dec. 22.

LACOMBE.

Bulletin News Service.

The Victoria hotel resumed business as a licensed hotel on Monday last.

Mr. Dan McDonald of the staff of the Merchants Bank of Canada, is slowly recovering from his recent severe illness.

It is understood that N. E. Carruthers for some years principal of Lacombe high and public schools will resume that position at the beginning of the winter term. Mr. Carruthers leaves White Horse, Y. T., for Lacombe on the 26th inst.

Hockey is booming. This season's team will at the very least maintain Lacombe's prestige in hockey circles. The first game, which is scheduled for Christmas night, will be with Red Deer on Lacombe ice.

On Saturday last, Miss Ross, who has been for some time in charge of the millinery department of A. Urquhart & Co., Ltd., left for her former home in Winnipeg, but will return in the early spring.

Mr. Benner, late of Daysland, is now on the staff of the Merchants Bank of Canada here.

Both the high and public schools here closed on Wednesday, 22nd, for the Christmas holidays.

Miss Newn of Edmonton, will be the guest of her sister Mrs. Hynes during the Christmas holidays.

An entertainment to be given on Christmas eve, by the children of the primary department of the school, is now in process of preparation, Miss Morson of the staff being in charge.

Lacombe, Dec. 22nd.

EARTHQUAKE AT MESSINA.

Messina, Italy, Dec. 24—A violent earthquake today threw the population into a panic. Every house in the city is deserted. Thousands of the inhabitants are camping in the streets afraid to return to their domiciles. Others are fleeing to the country. Many walls were hurled down. The first shock lasted five seconds, followed by lesser trembles.

BUILDING INSPECTOR TESTS VARIOUS SILLS

The Regulation Sill and Joist as Calls for by the Building By-law Proves Superior to the One Which is Being Used to Replace it.

One of the most vexed questions that contractors and builders of the city have been considering for some time past is of the relative merits of two different varieties of sills. The building by-law calls for a sill 6x6 inches in size, while for certain structures many builders use what is known as a "box" sill which they claim is preferable.

The relative merits of these two sills were ventilated at considerable length in the case of McKinnon vs. West, in the Police Court several weeks ago, and resulted in an appeal which came up in the District Court this week and upon which judgment was reserved.

A Test Made.

A test of the two sills was made yesterday afternoon at the city warehouse by the Building Inspector, J. D. McKinnon in the presence of the warehouse foreman and others.

Samples of the two sills with joist were constructed of the same material. The "box" sill and joist was made of a 2x6 piece of scantling at the top and at the bottom with a 2x8 piece on the side of the joice. The regulation sill and joist as called for by the building bye-law had a 6x6 sill with the joist fitted in.

Each was placed on rests and then pig iron was pilled on top of each. The piling continued until the box sill broke down with a weight of 4,590 pounds. The regulation sill on the other hand withstood the weight until it had carried 6,355 pounds.

As the result of the test Mr. McKinnon and his staff are more than ever convinced that the regulation as called for by the by-law is correct and gives a more substantial building than that by which it is required to replace it.

ONTARIO POLITICS.

Arbitrary Action of Provincial Government on the Power Question.

Winnipeg, Dec. 22—In the course of a brief interview at the C. N. R. depot, last night, Hon. A. G. McKay spoke of matters in which he is interested.

"The difficulty in the power question in Ontario," he said, in reply to an inquiry, "is readily comprehensible. The Ontario government made a proposition to the municipalities to deliver power at the city gate at a certain price, $18, $20 or $22, as the case might be. The city or municipality concerned was to distribute the power. The municipalities voted on this proposition and accepted it. After it had been accepted by fourteen or fifteen municipalities, the government changed the scheme and decided that the power would be sold at Niagara, not at the city gates, and that the cost of transmission would be charged up against the various municipalities, whatever that cost might be. They decided arbitrarily that the vote taken on the first proposition should be held as binding the municipality on the second proposition, and they legislated so that any ratepayers, bringing action for damages owing to the change in the proposition, should be shut out of the courts. We are not opposed to the power proposition, but we hold that the action of the government in applying the vote to the first proposition to the second proposition, and in shutting ratepayers out of the courts was arbitrary. The question of disallowance of this legislation is now before the governor in council."

The attention of Mr. McKay was called to the fact that the local option question had been before the municipalities of Manitoba and he asked with interest what the result of the vote had been.

"In Ontario," he said, "65 municipalities will in a short time vote on the local option issue. The bylaw will without doubt be carried in more than half of these municipalities, and more than one-half of the province will be under local option next year. The largest cities voting on the question are Peterboro and Brantford. At present Owen Sound, which is my own home, is the largest town having a local option law. The law is enforced and it is difficult to obtain liquor there. The question is one of municipal interest and not one of party politics, although the majority of Liberal members of the legislature are local option men."

Mr. McKay will be back in Toronto early in January in time for the opening of the second session of the legislature, which is expected to occur about the middle of the month. He stated that no forecast had yet been made with reference to legislation which might be introduced during the session.

New Industries for Fort William.

Fort William, Ont., Dec. 21.—Draft agreements for three by-laws concerning the locating here of big industries, were read at the meeting of the council tonight and will be submitted to the ratepayers in January. The agreements are concerning the locating here of a wire and nail works by Messrs. Holt and Thompson, of Montreal, and their associates, the building of a large ore handling dock, and the establishing of a big hardwood floring plant by the Seaman Kent company, of Medford.

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CONDITIONS ARE GOOD IN THE GRAND PRAIRIE

A. M. Bezanson one of the Pioneers Comes to Edmonton—The Great Cry of the People in the Country is for Better Roads—Crops Were Good This Year.

"The necessity for better roads pending the advent of the railway line is the one great cry of the north at the present time," said A. M. Bezanson, one of the oldest of the Grand Prairie settlers who has just come out from the Smoky River where his land is. Mr. Bezanson is the author of the Peace River Trail, a book which has done by its moderate and accurate statement of the facts of the north to make the country better known to the outside world. He leaves tonight for Ottawa where he will spend several months before returning to Edmonton.

Want Shorter Route.

Speaking of the existing methods of reaching the Grand Prairie country, the Paradise of the north, Mr. Bezanson points out that by the old trail around by Peace River and Dunvegan it is about 185 miles from Edmonton to Grand Prairie and by the shorter trail from Lesser Slave Lake it is much longer than the direct line via Fort Assiniboine.

"It is up to the people of Edmonton," said Mr. Bezanson "to press for a trail direct to the northwest from this city. The distance by this route would only be about 300 miles. If such a road is not soon opened up the Grand Prairie people will build a road direct to the south to the G.T.P. line near Jasper House and Edmonton will lose the business of this country."

Crops in Grand Prairie.

Farming is only carried on in a small way in the prairie country as yet but the crops of last year showed that excellent progress was being made. There were raised over 8,000 bushels of oats and 4,000 bushels of potatoes. Wheat was also tried in six or eight places with excellent yields as a result.

"In other parts of the Peace River they speak about early tomatoes and other vegetables," said Mr. Bezanson, "in the Grand Prairie we have had pumpkins, squash and matured tomatoes of large size this fall."

There have also been several chinooks this winter at one time no less than an hour the weather changed from severe frost to mild weather with streams of water running from the snow.

Hard to Get Supplies.

The settlers have great difficulties in lack of supplies but the Hudson's Bay Stores and Revillion's catering more to the half breed trade than to the white.

Speaking of the Gowden party who went north last spring with teams of oxen, Mr. Bezanson says they are doing well in the Beaver Lodge. A number of the men of the party are coming to Edmonton this winter for supply and will return in the spring.

ILLINOIS WRECK.

Express Thrown From Track by Colliding With Box Car.

Chicago, Dec. 22.—The Milwaukee express No. 18, of the Chicago and Northwestern, Chicago-bound and carrying a crowd of holiday passengers, was ffuffeted off the track and wrecked by a vagrant car of corn, as the fast train swept through the Waukegan, Ill., yard at 6.54 o'clock tonight. Only one person was hurt, Andrew Nelson, fireman of the express, who suffered a broken rib. Nelson lives at 207-12 Hanover street, Milwaukee.

The wreck was most peculiar. The Milwaukee express made up of seven cars, including four coaches, a parlor car, a diner, and a baggage car, was in charge of Conductor Abbott. Engineer Nevins was at the throttle. Between Milwaukee and Waukegan the express made only two stops, one at Racine and one at Kenosha. It is one of the fastest trains on the Northwestern, but when the wreck occurred, it was a quarter of a mile of Waukegan depot and the high speed attained by the flyer was somewhat slackened preparatory to the stop there.

On a parallel track, a freight train northbound, met the passenger. As the trains dashed past each other, an axle on a car of corn, on the freight train, gave way, and the corn car swung around so that one corner lay directly in the path of the big passenger locomotive. The impact scarcely checked the engines speed. The big machine cut through the box car as though with a hatchet blow, the engine was thrown from the track, but continued a mad race over the ties with Engineer Nevin applying the brakes.

Each passenger car as it came along collided with the chipped corner of the box car, and in so doing was hurled off the rails. None of the passenger coaches was over turned, however, and none uncoupled. The flyer, intact, shot ahead over the ties for its own length, before the set brakes and the rough going through brought it to a standstill. The passengers were somewhat shaken up and much alarmed, but nobody was hurt.

The sides of the passenger coaches were not injured by striking the box car, but the running gear of each coach suffered. Some were torn along the tracks for seven hundred yards.

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WORLD'S CONTRACTORS INVITED TO COMPETE

For Contract to Build the Quebec Bridge—Plans to Be Exposed Next Month.

Ottawa, Ont., Dec. 23.—According to calculations made by officials of the Department of Railways and Canals it will be five or six months before work will commence on the superstructure of the Quebec bridge. The fact that plans will be placed on view in Montreal office of the department on January 3, is being advertised in newspapers of Great Britain, Canada and the United States. The plans will be left on view for at least a couple of months. Tenders will be then called and it is intimated that it will take at least three months to get them in and to arrive at a conclusion as to the most satisfactory offer. More time will elapse before the successful tenderer will be able to make a start on the work which it will probably take four years to complete. This means that it will be 1914 before the Moncton-Lewis and the Winnipeg-Quebec sections of the N.T.R. system will be linked together by a bridge across the St. Lawrence. After the N.T.R. is in operation, and pending the completion of the bridge a car ferry service will be operated from Quebec to Lewis.

Fire in Insane Hospital.

Jacksonville, Ills., Dec. 21—In a fire tonight the major portion of the women's department of the hospital for the insane was destroyed with a loss of several thousand dollars. The patients were just getting ready for bed and there were some harrowing escapes, some of the patients escaping but later being caught by people who gathered on the scene.

Aged Kingston Man Dead.

Kingston, Dec. 20.—John Davidson, of Collins Bay, aged 94, who on several occasions was given a prize for being the oldest "home comer" at Kingston Old Boys' re-unions died at the General hospital tonight. He was assisting at a threshing three days prior to being taken to the hospital.

Earthquake in Cape Breton.

Sydney, N.S., Dec. 21—News of an earthquake that shook northern Cape Breton Sunday and disrupted the telegraph system became known last night, when wire communication was restored. The shock was felt most severely at Inverness but little damage was done.

Beck Not a Candidate.

London, Ont., Dec. 23—After a conference this afternoon with close friends, Hon. A. Beck announced that he will not be mayoralty candidate as his legal advisors have informed him that his hydro-electric power contract will bar him through connection with the commission.