

the South American trade. We learn also a Montreal merchant proposes pushing the West India trade from Maritime Province ports, having a warehouse in Halifax, a branch at Digby and a branch at Yarmouth. At each place storage warehouses are to be built. We shall hope to hear of satisfactory results from these proposed enterprises.

DANGEROUS CLEMENCY.

In March last year, George Elisha Alger, of Whitevale, Ont., was found guilty of conspiracy, along with Dr. Francey, to defraud a life assurance company by issuing a policy on the life of Alger's wife when she was plainly in a consumption. Mr. Justice Falconbridge sentenced the culprit to seven years in the penitentiary, pointing out at the time, what is gravely true, that such a crime is far-reaching in its effects, and that society, as well as life assurance organizations, must be protected against it. It is now learned, not without surprise, and we believe not with general approval, that the Minister of Justice has ordered Alger's release from incarceration, on the ground that the nineteen months' imprisonment which Alger suffered was sufficient punishment. There is danger that such leniency may be misplaced, and that scoundrels may be encouraged by it to risk a few months' imprisonment for the sake of the blood money they may earn by their dastardly crime.

CHRISTMAS BAZARS.

Already preparations are being made for the usual series of Christmas bazars in the aid of churches and charitable organizations. We leave it for our contemporaries who devote their columns to the discussion of religious questions, to pronounce upon this method of raising money, to say whether it exhibits the purely Christian spirit with which this work is supposed to be carried on. The standpoint from which we view the question is naturally that of the trader. In the beginning of the season the merchant, we will say, in a country place, buys a quantity of goods for the Christmas trade, and when about to place them on his counter and in his windows, expecting to reap the benefit of his investment, he finds an unexpected competitor in a neighboring church. It may be the church to whose support he has contributed for years. If the competition were a fair one the objections to it would not be so strong. The church undertakes little of any risk; the church pays no taxes; the work of preparing its bazar goods is performed by voluntary labor. Customers are solicited, not on business grounds, but are asked to spend their money in the bazar by reason of sentiment. The merchant, as a consequence, is very likely worsted in the struggle, and finds the goods upon which he had hoped to realize a legitimate profit thrown back upon his hands. As a rule, fancy goods, which form the bulk of the offerings at the bazar, are sold in small stores, the proprietors of which can ill afford to bear this loss.

SALVATION ARMY INDUSTRIES.

One reads in the *Montreal Witness* of one day last week, an item, "communicated," respecting the effort of the Salvation Army to reap, by means of a November week of self-denial on the part of itself and its friends, what is termed a financial harvest. This is in addition to what money it gets in by a persistent canvass, it "collects from door to door." And the item tells of the Army's poverty, sacrifice, and toil. One cannot but recall, however, the processional display in the streets of Toronto some weeks ago by this same Army, on the occasion of the coming of Miss Booth, the commandant. The assemblage of Army officers from other towns, the bands of music, the flags and banners, the children costumed to heighten the effect. These are all very well; but is it consistent with the vaunted poverty and sacrifice to have mounted men in the procession? Horses cost money to hire. Railway fares cost something. And the holiday dresses and streamers were hardly of a kind to correspond with the simplicity that should characterize these soldiers of the cross.

There was something in the industrial features of that procession which impels one to reflect upon the relation this Army sustains to other workers in the field of labor. Here were lorries, carts, wagons, filled with Salvation Army workers, plying their trades—and various were the trades. A car

containing bakers at work; another with photographers; a third with printers setting type and running a Gordon press. A car illustrating the dairy work—for the Salvation Army has a dairy; a car representing a laundry—for the Army carries on a laundry; and so on through other branches of production. Now, if these enterprises can be made self-supporting by ordinary and equitable business methods; if the Army can give employment to men and women, and save their souls at the same time; let us bid them Godspeed. But we do not forget that this body, which is aided, in fact subsidized, by the contributions of a great many well-meaning people, uses the money thus paid them to go into competition with the baker, the grocer, the dairyman, the laundryman, who pays taxes in this and other places. It is one thing to get money for evangelizing purposes; it is another thing to use that money to go into opposition in business to the very people who contribute it.

LAKE MARINE ROUTES.

Information has reached Owen Sound that the steamers of the Ogdensburg Transportation Company, eight in number, now running between Chicago, Duluth, and the port of Ogdensburg, New York, will be placed on the route between Parry Sound, Chicago, and Duluth next season. The steamers are owned by the same interest as control the Parry Sound and Canada Atlantic lines of railway. The improved freight facilities will make Parry Sound rival Owen Sound on the Georgian Bay. The news impels the *Owen Sound Times*, in view of the 1,500,000 bushel elevator to be ready next year at Parry Sound, to call loudly for effort on the part of Owen Sound to secure an elevator for Owen Sound on the Grand Trunk side of the harbor. "If there is anything in the report that the G.T.R. accept a bonus of \$25,000 from Collingwood and expend \$150,000 in the erection of an elevator there, the contention that the company cannot go into an undertaking on capital account is disposed of, for if they can build an elevator at Collingwood there is no reason why on that score they cannot at Owen Sound." This fact should be placed very prominently before Mr. Hays. The destruction a few days ago of the elevator at Goderich leaves the company the problem whether Owen Sound or Goderich will make the better distributing point for Western Ontario.

DISTRESS AT WINDSOR, N.S.

A month has passed since the desolating fire of 17th October, at Windsor, Nova Scotia, and the condition of suffering and discomfort to which many of the residents of that devastated town are reduced, is indicated by incidents like the following: "The winter is staring us in the face, and not a single dwelling is erected by the local committee. Attempts at rebuilding are of the most pitiful kind, owing to want of skill and suitable materials." * * * "People are housed sixty-three to sixty-five in one small cottage, ten sleeping in a bedroom." * * * "Thousands of dollars in the hands of the committee are locked up in banks, or being frittered away in casual charity." In these pitiful circumstances the suggestion is made by Mr. H. P. Scott, in a letter of last week to the Halifax papers, that the relief committees of Halifax and Windsor empower Mayor Stephen, of Halifax, to call for tenders from provincial contractors for the erection of fifty or more temporary houses for the people, to cost from \$150 to \$350 each, according to size, and to be completed within one month. "Land," he says, "can easily be procured to build on. The unoccupied lots in Avontown, and probably lots on Chapel Hill, or between Clifton Grove and College roads, near the Long Pond, would be available for the purpose."

The proposal that part at least of the money subscribed in other places for the relief and assistance of these hundreds, possibly thousands, of homeless people at Windsor, shall be devoted to provide homes, albeit even temporary, for them, seems commendable. It is pitiful to think of persons, some at least of whom are able to pay rent, being unable to find decent house accommodation. "There are families here," writes Mr. Scott, "accustomed to the enjoyment in their homes of every comfort, now crowded into insufficient apartments, or having their members scattered about among different families, who can pay a reasonable rent, while, of course, many are not able to do so." Besides, in the future interest of the place, if it is ever to recover from this fearful disaster every effort must