Tenth Cavalry, killed at the Battle of San Juan, Cuba; of Surgeon William S. Madison, Third United States Infantry, who was killed May 14, 1821, in action with the Indians near Fort Howard, Wisconsin; of First Lieut. Patrick McDonough, Corps of Artillery, United States Army, who was killed August 15, 1814, at the Battle of Fort Erie, Canada; and of Capt. Henry McKavett, Eighth United States Infantry, who was killed September 21, 1846, at the Battle of Monterey, Mexico."

THE PROPOSED COASTAL CANAL.

A great coastal canal system ultimately connecting Boston with the Rio Grande entirely through inland waters would be of importance to the commerce of the Cape Fear River, as to all the Atlantic and Gulf coast. Such a project has received the approval of many of the most thoughtful statesmen of the country, and a beginning has already been made towards its accomplishment. The Cape Cod Canal, constructed by private means, is already finished, and it shortens the distance by water from Boston to New York seventy miles, while it eliminates many of the dangers of the old route. The government has determined to secure possession of the Chesapeake and Delaware Canal with the purpose of converting it into a ship canal connecting the two great bays. A government ship canal has been opened from Norfolk to Beaufort, and at various points along the coast canals are either in course of construction or have been surveyed by the Board of Engineers and recommended to Congress for construction.

The link from the Cape Fear River to the northward, it was hoped, might start above Wilmington, but the surveys showed difficulties that were avoided by a sea-level canal through the sounds, reaching the river by Telford's Creek.

R. A. Parsley, J. A. Taylor, Hugh MacRae, and M. W. Divine, among others, have been active and prominent in presenting the arguments in favor of the construction of the link from the Cape Fear River; and we can reasonably expect that at no distant day this important aid to the commerce of Wilmington will be determined upon by the Federal Government, and when opened its advantages will be of immense benefit to the city.

While the senators and representatives in Congress from the

State, especially the members from this section, have been keenly alive to the advantages that will accrue from the construction of this inland waterway, the work of Hon. John H. Small, the member from the First District, has been of unexcelled importance. He has, indeed, been the genius and guardian spirit of the inland-waterway improvement from its inception, and he is entitled to first distinction in the acknowledgments of all patriotic people who recognize public service unselfishly and effectively rendered. He piloted the project through the shoals and snags of increasing and innumerable difficulties with untiring zeal and discretion, and this tribute is paid with a grateful sense of appreciation and admiration. He conceived a project national in scope, and has been actuated by no considerations of local advantage; his honors will grow with the progress of the work until his name will be known and his worth recognized from the North Atlantic to the Gulf.

MUNICIPAL GOVERNMENT IN WILMINGTON.

The development of the port and city of Wilmington during the last decade has been in line with the general progress of the country at large, and perhaps somewhat ahead of it. The improvement of the streets and the building of tall structures along the principal thoroughfares denote a new era for the old colonial town, which emerged so slowly from the shadows of the War between the States.

Prior to the year 1877, the city of Wilmington had been for years governed by a Board of Commissioners or a Board of Aldermen, elected by the people. In the year 1877, for financially important reasons, the General Assembly provided for a Board of Audit and Finance, to be appointed by the Governor, giving the body so named and constituted almost exclusive control of the revenue and expenditures of the city. Under this dual system, which worked with very little friction, and always in the line of economy, the affairs of the city were managed until 1907, when, in authorizing an issue of $900,000 in bonds for water and sewerage and for street improvements, the General Assembly established two additional boards, a Water and Sewerage Commission and a Street Commission. In 1909 still another was added, a Police and Fire Commission. Under this state of affairs there were four separately constituted boards