Pure Gold Jelly Powders.

For a few days we are having a demonstration of Pure Gold Jelly Powders. Our store has been thoroughly renovated and is now the neatest and brightest grocery in Carleton. Inspection is invited.

F. BURRIDGE, 255 King St., St. John West.

PATTERSON'S DAYLIGHT STORE.

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A SALE OF LADIES' BLACK SATEEN UNDERSKIRTS.

You save 35c. on every one you buy.

A Sale all this week at $1.00 Each.

This is a regular $1.35 quality, but out they go at **$1.00 Each.**

Cor. Duke & Charlotte Sts.

CUBA A PARADISE

Sir William Van Horne on Pearl of the Antilles.

(Montreal Witness.)

Sir William Van Horne, back this morning from a prolonged trip to Cuba, to see after his railway interests there, discussed with animation, the climate, and resources of the country and the thrift of the Cuban people.

"The people from the north go to Cuba to make money out of the simple Cubans. They are not long there before they have to send home for supplies."

Here is a little point about the industry of the people, who might be supposed to be indolent, as is said to be the case in the tropical countries where nature supplies, for the taking, most of the food necessary for sustenance:—

"People from the north are surprised to find men in the afternoon taking the air on the promenades, and are disposed to say:—'Look at those indolent people.' These men have been up working at four o'clock in the morning. The Cubans could give Canadians points in the matter of industry."

There is to be a big modern city, called Antilla, built at the northeast terminal of Sir William's railway, on the shore of the Bay of Nipe. This city, of course, in a sense, already exists, as Vancouver existed before the arrival of the C. P. R. Geographically, Sir William considers the situation commanding, and predicts a most influential future for it. There is population all about; people from the north are coming in with their capital to build warehouses and the like, while in the neighborhood are large sugar plantations and banana plantations eleven miles long.

Sir William described, with realistic effect, the sight of eleven straight miles of bananas, the fruit hanging in immense clusters; the avenues through which the manager rode on horseback; the absence of as much as a single blade of grass or the tiniest root or weed, so careful are the proprietors to see that the banana trees shall have the fullest chance to develop; and glanced at the profit resulting from a product which repeated itself endlessly, as it seemed.

The Bay of Nipe, upon which Antilla will be built in the immediate future, is nine miles by sixteen, and offers one of the finest deep water harbors in the world. It is the only harbor on the coast of Cuba which can be used without the need of lightering. The railway will bring to and take from this new city all modern supplies, and will give great assistance in its upbuilding.

THE LATE MRS. GORDON

(Pictou Advocate).

To the list of sudden and unexpected deaths recently noted we have to add today that of Mrs. Wm. Gordon, relict of the late Wm. Gordon, of Pictou, and mother of Rev. D. M. Gordon, D. D., principal of Queen's University, Kingston.

Mrs. Gordon was in her 87th year. On Saturday, we understand, she complained somewhat of neuralgia pains, but retired as usual, and her daughter, Miss Millie, who has been her constant companion for years, had little thought that the end was so near. In case her services might be called for, however, Miss Gordon decided to rest on a couch in her mother's room, and through the night complied with some slight requests made by her. Later on Miss Gordon found that the death messenger had arrived, that her mother had quietly and peacefully passed away as if in sleep.

Mrs. Gordon was a very estimable woman, the last surviving member of that once large and well-known Miner family, of Pictou. She leaves three daughters: Mrs. Smith and Mrs. McLeod, of St. John and Miss Millie, and one son, Rev. Dr. Gordon, already referred to.

Dealer.—"Don't you want some strawberries, lady? We've got some splendid ones—natives."

Mrs. Toney.—"Natives, Mercy? no. Everything native is so excessively vulgar? We never have any but imported berries on our table."

Bride (just graduated.)—"Bridget, have you made the bread?"

Bridget.—"Yes, mum."

Bride (looking in the pan.)—"Oh, this is it! But, mercy, Bridget, you must put it on the ice directly. See, it is melted."

SENTENCED LOUIS RIEL

Judge Richardson Coming to the Maritime Provinces to Visit Relatives.

(Winnipeg Fre Press, (May 17.)

Among the passengers on the southbound twin city express yesterday was Judge Richardson, now retired, but formerly of the Northwest bench. Judge Richardson was one of the very first representatives of law and order in the west having driven to Regina on a buckboard in company with Hon. David Laird as early as 1876.

From that time continuously for twenty-seven years he occupied the bench, most of the time as chief justice of the Territories. In this latter capacity it became his duty very nearly twenty years ago now to preside at the trial of Louis Riel and to pass sentence upon him.

Judge Richardson, who with his daughter, who accompanies him, has spent the past few days in Winnipeg, left last evening for Milwaukee. From there he will go east to the maritime provinces to visit relatives, returning to the west in the autumn. Friends of the judge congratulate him upon his excellent health and hale and hearty appearance.

(Winnipeg Free Press, May 17, 1885.)

Riel is captured and now a prisoner in the hands of General Middleton. He was captured yesterday by three scouts, William Diept, Thomas Hourie and J. H. Armstrong. They found him on the road three miles north of Batoche. He made no resistance, but begged not to be shot. Being brought before General Middleton he expressed fear of a military trial and asked to be handed over to the civil authorities. Middleton has strongly guarded Riel for he is aware that several of the volunteers have threatened to shoot the rebel leader on sight.

Sergt. Major Watson, of the 90th Battalion, wounded at Batoche, died last night. Private Code another of the 9th wounded is very low.

The remains of "Dick" Hardisty are en route from Clarke's Crossing to Winnipeg. Dick was very po ular with the Ninetieth and they deeply mourn his death.

Latest reports from Batoche say that sixty rebels were killed in the recent engagement and 175 wounded.

NO CONSCIENCE MONEY

In the report of the committee on applied Christianity, presented yesterday at the seventy second annual meeting of the New York State Association of Congregational Churches, at Binghamton a part was devoted to the discussion of "The Church and Wealth." It declares:

Men are today profoundly stirred by the colossal aggregations of wealth, the methods of crushing out all industrial opposition, and the inevitable questions as to how and where resulting fortunes shall be distributed. For the Church to withdraw to her own quiet and busy herself solely with the question of saving a man here and there is moral blindness, and loss of the supreme opportunity of leadership. Least of all, dare we consider the Church a mere distributing agency of men's conscience money. We believe the supreme question before the Church today is to teach brotherhood as the only true basis of business.

We believe the Church should guard against all such alliances with institutions or individuals of great wealth as can give color to the charge that the Church is under the domination of the rich, or that her ministry is silenced regarding business methods oppressive and menacing to personal independence. It is our opinion that no gifts to charitable or religious enterprises can atone for the wrong done against society by financial or industrial methods which ignore the natural law that only the creators of wealth are worthy to enjoy or distribute it.

The General Association of Congregational Churches in Massachusetts, at Lowell, yesterday, after a spirited discussion, adopted the following resolution:

That our Congregational Churches and their representatives in their dealings with persons whose character and business methods are in serious question should have due consideration for the effect of such action on public morals and on the efficiency of the Church as a moral and spiritual leader.

A FINAL INFLICTION

(New York Press).

Lee Fairchild tells of a bit of unconscious humor displayed by a chairman of a political rally in the recent campaign. Fairchild was to be the last speaker. The hour was late, Congressman Dalzell and Senator Kean having spoken. Consequently, as the chairman rose, he said:

"It is time you were all on the way home — so I will introduce Mr. Fairchild."

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Warms the Blood, drives away Disease Germs, increases the Appetite.

DR. SLOCUM'S

PSYCHINE

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Builds up weak and wasted bodies. Prevents and cures Consumption, Catarrh, Bronchitis, La Grippe and all Pulmonary and Bronchial Troubles. Psychine is a tonic without a peer. Cures where ordinary treatment fails.

For sale at all drug stores in two sizes. Dr. Slocum, Limited, Toronto. Sample free.

DUNNE ON HIS NEW TASK

Chicago's Mayor Declares That Municipal Ownership, Wherever It Has Been Tried, Has Been a Measure of True Reform and Progress---Tells How Chicago Came to Desire Municipal Ownership---And Explains Why It Seems Sure to Succeed.

(Mayor Edward F. Dunne, in National Magazine.)

Following an expression of the people's will, three times emphasized at the ballot box, Chicago has entered resolutely upon the advance toward final consummation of municipal ownership of its street railway lines. My pledge to the people is to bring about, at the earliest possible moment, municipal ownership and operation of the city's traction utilities.

As a preliminary step to the execution of this task with which I have been charged, I requested the lord provost of Glasgow that permission be granted the manager of the municipal tramway system of that Scottish city to visit Chicago. As a result of acquiescence, Mr. James Dalrymple comes to Chicago to give us the benefit of his advice, based upon actual experience in the operation of one of the oldest and most successful municipally owned traction systems the world has known.

I have appointed as special counsel for the city in traction affairs Mr. Clarence S. Darrow, one of the distinguished members of the Chicago bar and for years a leader in the municipal ownership propaganda in this city. With these preliminaries Chicago enters upon the advance toward consummation of the municipal ownership plan which the people have approved at the ballot box—purchase of the traction properties from their private owners by the city under a friendly agreement, if possible; by condemnation under the statute of eminent domain or other legal methods if necessary, or by the construction of new lines.

That municipal ownership and operation is no idle dream, no mere captivating fancy or alluring theory, but an actual, practical reality, now need no more be argued. The people of Chicago, as of many other cities, learned long ago that municipal ownership and operation is in practical force in more than a hundred cities in Great Britain; that it is in operation in many of the cities of Germany, Belgium, Austria-Hungary, Switzerland, Italy and Australia. Where it is in force it has resulted in reduced fares, in more rapid, constant and efficient service, in increased wages to traction employees, in general public satisfaction. In nearly every instance, I may add, it has contributed to the reduction of general taxes.

In the scores of cities of the world where municipal ownership and operation has become a reality under a civil service law it has minimized municipal corruption. It has stamped out the briber and the boodler. It has taken franchise and special privilege seeking, breeder of official debauchery, out of politics.

Every important American city within a decade has been afflicted with "the traction problem." Nowhere has a franchise to a private corporation been more than a temporary abatement of ills. The only cities where the "traction question" has disappeared are those cities of Europe which have municipalized their street railway services. There transit development has been freed from the blight of speculative control, and goes forward steadily for the public welfare. With one or two exceptions, every important city of Great Britain now has adopted the policy of municipal management of local rapid transit. Leading Continental cities have done likewise. And the nearer the inquirer approaches the spot where this movement actually is on the more pronounced is the testimony in its favor. It is preeminently a movement of steady progress in civic conditions.

Of the six cities of the world which have approached or passed the 2,000,000 population mark — London, Berlin, Paris, Vienna, New York and Chicago—all, save Chicago, have known public ownership of rapid transit facilities of recent years to some degree. Vienna operates its own street railways. Berlin now owns and operates two minor electric lines and has declared for no further tramway grants. Paris has provided for the municipal operation of the elaborate system of underground electric railways it is completing. New York owns twenty-four miles of subways and has taken over the ferry service to Staten Island. The London County Council gradually is securing possession of all tramway lines in the county, but a few weeks ago having determined to pay $16,500,000 for the physical property and $600,000 for four years' unexpired leases of the lines north of the Thames—lines heretofore leased to a private company for a rental of $110,000 annually.

Chicago, in part, has learned its municipal ownership lesson first hand. In a decade it has developed what is probably the greatest municipal electric lighting plant in the world, reducing the cost of electric light more than one-half. For fifteen years it has operated its own water system, deriving a net annual profit of more than $1,500,000 and supplying its people with water at the cheapest rate known in any city in the state of Illinois, if not in the United States.

But for almost eight years Chicago had been kept on the traction griddle. It was during this period that there came the public awakening which resulted in the people declaring three times at the ballot-box for municipal ownership of these public utilities. Chicago's traction history may thus be traced in brief.

In 1859 the first franchise, for twenty-five years, was granted the Chicago City Railway Company. In 1865 the company, through open and notorious corruption of the State Legislature, obtained the passage of the infamous ninety-nine-year act—the act over much litigation has been waged and on which the corporations based a claim that their initial privileges were extended for a period of ninety-nine years. At the next session of the Legislature this act was repealed. Thereafter, by constitutional amendment, any further street railway grants without the consent of the local authorities were prohibited, and by statute in 1874 such franchises were limited for the future to twenty years.

In 1883 the traction companies, offshoots of the original corporation and the latter, obtained a twenty-year extension of their franchises from the city council. Corruption charges were rife. In 1897 the traction companies went to the State Legislature and by means well-known to every citizen of Chicago, attempted to force the passage of the infamous Humphrey bill. They failed, but did succeed in obtaining enactment of the notorious Allen law, allowing extension of franchises for fifty years. They sought the city council for consummation of this "grab" plan, but Chicago's citizens marched to the City Hall and forced a victory for civic decency and at the next session of the Legislature the Allen law was repealed.

By a vote of 142,826 to 27,998 Chicago's electorate declared in April 1902, for the public ownership of the street railways. A year later the State Legislature passed the Mueller law under which the city was empowered to own and operate its own street car system. Another year passed and in April 1904, by a vote of five to one—153,223 for, to 30,279 against—Chicago's citizens adopted this law. At the same time, by a similar overwhelming vote, the people declared for "proceeding without delay to acquire ownership of the street railways under the powers conferred by the Mueller law." At the same time, by a vote of 120,863 to 48,200, the people directed the city council "instead of granting any franchises," to "proceed at once under the police powers" to "license the street railway companies until municipal ownership can be secured." Then on April 4 last, came the final ballot declaration that "no franchise be granted any street railway company."

While this traction history was making, Chicago learned, from bitter experience, th gross inefficiency and indecency of private management of public utilities. It learned that the chief aim of private ownership is to pay exorbitant dividends upon watered stocks; in the case of the Chicago City Railway Company the dividends averaged as high as forty-two per cent annually for nineteen years. It was forced to submit to being jammed into miserably ill-lighted ill-kept cars. It hung on straps on its way to work in the morning and on its way home at night. It underwent the collection of illegal double fares for years. It rode in cars the temperature of which would chill the living and preserve the dead. Private management of these utilities debauched over and over again the city's lawmakers and the lawmakers of the State. The bad service retarded the city's growth and depreciated real estate values. In short, Chicago found private ownership a ball and chain to its feet. And out of this came the declaration for municipal ownership. There have been but two serious obstacles set up by those who have opposed the city's taking its own—first, that Chicago has not the ready cash to take over the traction properties; second, that municipal operation will tend to create a "political machine."

It may be true that the city has not the ready cash to acquire or build a street-car system. But the way to the means is at hand. The Mueller law empowers the city to raise the necessary money by the issuance of interest-bearing certificates, or income bonds, which form a lien upon the street railway properties taken over by the municipality. Under this law three securities are assured the holders of these street-car certificates. First the revenues or income to be derived from the street railway property, for the acquisition of which the certificates are issued; secondly such certificates are secured by a grant in the mortgage or deed of trust of a privilege or "right to maintain and operate the street railway property for a period of twenty years from and after the date such property may have come into the possession of any person or corporation as the result of foreclosure proceedings."

In round figures the street railway companies of Chicago have stocks, bonds and other obligations and securities outstanding of more than $117,000,000. Yet reports of liberal engineering experts have placed the value of the companies' tangible properties at not to exceed $27,000,000. If private companies, with only the security offered by the tangible property and expiring or expired twenty-year franchises (the majority secured in 1883), raised more than $117,000,000 upon $27,00,000 of actual property, what is to prevent the city of Chicago from raising the amount needed for municipalization of the lines on the triple security presented in support of the street-car certificates? Prominent financiers of New York, Chicago and other cities have asserted the prediction that these interest-bearing certificates will be many times over-subscribed when presented to the public.

The means at hand, the next step is the acquisition of street railway lines, purchased by agreement with the private owners, if possible; by condemnation or other lawful methods, if need be, or by building new lines. Condemnation proceedings, instituted under the statute of eminent domain, can be brought to final settlement before the highest court, as Judge Murray F. Tuley and other distinguished jurists and lawyers have agreed within a period of one and one-half years.

The second objection worthy of attention was that municipal ownership and operation of the lines will "tend to build up a great political machine in that employees of the roads under municipal operation would be placed in position by machine politicians and that the service they would give the public would be guided by the wishes of their political sponsors rather than by the demands of the public."

Friends of municipal operation demand that this operation shall be under clear, systematic, rigid civil service provision; that all employees shall be selected by a practical examination and that their selection shall be determined solely and exclusively by their capacity to perform the work required and not by their political character.

Municipal ownership and operation will take the "traction question" out of politics. Private ownership places this question in politics and seeks to hold it there, breeding corruption and debauchery. It is notorious that, under private ownership of the traction lines, any alderman or public official who is on good terms with the traction companies has placed his "friends" into positions furnished by the public-service corporations; has used traction jobs as convenient berths for his followers.

Municipal ownership will take the "traction problem" out of politics and to a great extent stamp out public corruption. It will, as it has done in all European cities where established, bring satisfaction to the public, increased wages and reduced working hours to the employees, end street railway strikes, abate public strife and apprehension, remove the blight of speculative control and provide the real solution of the "traction question." This goal Chicago resolutely advances to attain.

The men behind the white apron indignantly asserted himself. "I won't be ordered around as if I was a slave," he exclaimed. "I'm a good as you. It's no disgrace to be a waiter!"

"Maybe not," said the dyspeptic guest, "but it's a disgrace to be such a waiter as you are."—Chicago Tribune.

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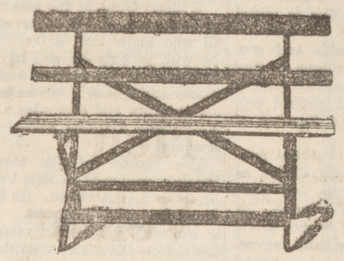
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