

LUCKY TOWNS.

English Communities Which Make Money For Their Expenses.

The man who has to put his hand deep into his pockets to pay rates at nine or ten shillings in the pound may well feel envious of his luckier fellows from whose shoulders a large part of the burden is taken by municipalities which, by running their own trams, owning gas and water works, and in a score of other enterprising ways, come to the relief of the ratepayer's purse.

The ratepayer of Doncaster, for instance, should have a warm corner in his heart for Col. St. Leger, who, in 1776, did so much to make the Yorkshire town a Mecca of horse-lovers; for ever since his day Doncaster's famous racecourse has yielded a rich revenue, amounting to as much as \$50,000 a year, to the great relief of the borough rate.

Other towns, such as Chester, Lincoln, and Ayr, draw substantial incomes from a similar source; but Doncaster stands supreme in the harvest it reaps from its races.

The ratepayer of Liverpool, too, much to the relief of the ratepayer, owes a great deal to the famous ferry across the Mersey to Liverpool. It costs a fleet of many steamers, which, as carriers of goods and passengers, contribute to the municipal exchequer; the contribution to the rates during the last half-century has been a little short of half a million pounds.

Liverpool makes from \$15,000 to \$20,000 by the annual exhibition of pictures in the Walker Art Gallery. Already it is claimed that more than \$500,000 has gone to the city funds from this source alone, in addition to the profits made in other directions, such as electricity works and the manufacture of concrete slabs for paving purposes.

In fact, Liverpool is credited with making well over \$500,000 a year by its various enterprises. Manchester takes a good second place with an annual profit of, roughly, \$450,000. She does an excellent trade in soap, oil and tallow, and other allied goods of her own manufacture, and employs about 2,000 men in making mortar on a large scale; her cleaning and laundry trades, too, are in the kingdom, and she makes all kinds of implements, wagons, brushes, and machines, while she has converted hundreds of acres of marshland into an agricultural paradise.

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Leeds makes such goodly profits from her municipal tramways, gas, and tramways that her highway rate is but half what it would be otherwise; while she has spent more than two million pounds in specially relieving the whole of the central part of the city.

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JAMES YOUNG'S TALES

LATE LEGISLATOR KNEW MANY CANADIAN CELEBRITIES.

Former Provincial Treasurer, Who Died Recently In Galt After Writing His Reminiscences, Had Some Capital Yarns About Public Men of His Time—Hon. Alex. Mackenzie Kept Lady In The Dark.

Some excellent stories of Canadian public men are told in "Public Men and Public Life In Canada," by the late Hon. James Young, which was published recently, only a few days before the regretted death of the author. Here are a few of them which are interpretative of the character of the men themselves.

"Hon. Edward Blake belonged to the highest type of native Canadian—physically, educationally, intellectually, and morally. Opponents have occasionally spoken of him as being distant and cold. But he possessed the warm Irish heart, and what some have thought coolness arose solely from defective vision. One day, while walking down Sparks street, as we were leaving Ottawa at the close of a session, he burst out with an exclamation of deep regret that he was unable to bow, shake hands or utter a passing word of leave-taking—as I was almost continuously doing—to the numerous Ottawa and other friends we chanced to meet. The trouble is," he said, "my eyesight prevents me recognizing them until they are either passed, or it is too late for me to speak or greet them."

"When on his way to Perth, Scotland, to receive the freedom of that city, Hon. Alexander Mackenzie, who was then Premier, was greatly amused by an incident which occurred en route. At one of the railway stations the guard ushered into the compartment, of which he had been the sole occupant, a well-dressed, fine-looking middle-aged lady, who proved to be well connected, intelligent and inquisitive. After long and cautiously answering her unknown companion, she at last opened up conversation. She suspected he was a colonial, artfully managed to ascertain he had been in Canada, and proceeded to tell him that there was to be a great celebration in Perth that day, as was the Prime Minister of Canada, who was on a visit to Scotland, was to be present with the freedom of the city by the Lord Provost and other dignitaries, followed with the usual festivities. She intended to be present. Mr. Mackenzie was naturally interested, but soon found himself embarrassed in finding answers which would not reveal his identity.

"The thought evidently never crossed the lady's mind that the quiet, plain, unassuming stranger could be the hero of the occasion, and, after dilating on the honor it was to Scotland as well as to him, she asked Mr. Mackenzie should have risen from being a working stonemason to the high position of chief ruler of Canada, she suddenly switched on to some embarrassing questions, just as they were entering the city.

"You say you have yourself been in Canada; did you ever see Mr. Mackenzie?"

"With some restraint to hide his amusement, Mr. Mackenzie replied: 'Oh, yes, I have seen him.' And he was finally forced to admit that he had frequently been in his company.

"Well, then, rattled on the companion, becoming steadily interested in the subject, 'what is your opinion of Mr. Mackenzie? Is he a grand looking man, and does he deserve the flattering reputation which the Scottish newspapers give him for ability and stern integrity in all he does?'

"I have always had my doubts about that," was the quick and witty response which followed this question. The Prime Minister turning his head away to hide his amusement, but which fortunately was soon terminated by arrival at Perth and the rattle made by the wheels of the train as the doors of the railway compartments.

"As Mr. Mackenzie arose, took up his overcoat, and assisted his inquisitive but intelligent companion to alight, he quietly handed his visiting card to her without a word of explanation.

"A moment later he was being greeted by the Lord Provost and other dignitaries of Perth, amidst the cheers of the assembled citizens, whilst the heroine of the incident stood on the railway platform. Mr. Mackenzie's card still in her hand, and evidently not a little surprised and flustered over the flood of light which had suddenly dawned upon her mind in regard to the Premier of Canada and his varied characteristics."

"On another page Mr. Young describes a visit to the modest home of Mr. Mackenzie in Ottawa during his Premiership:

"Here was the uncrowned ruler of Canada—the man whose brain and hand, by the will of the people, guided the helm of State—undermining his health from day to day by overwork in the public service, and in a house which, indeed, Mr. Mackenzie made attractive by its lavish and refined hospitality, but which proved that the Prime Minister of Canada preferred himself to live in the most democratic simplicity."

"In this vainglorious age this was a refreshing, inspiring example, and when at the customary hour in the evening the Prime Minister of Canada quietly took up the Bible, read a chapter, and kneeling in humble reverence before the Throne of Grace, offered up the most fervent prayers for the Almighty's continued forgiveness and mercies, the scene became deeply solemn and impressive, and left memories so profound that the lapse of time has failed to dim or lessen their uplifting power and influence."

Fowles vs. Katz.

Fowles versus Katz was the title of a legal case in England.

To have the children sound and healthy is the first care of a mother. They cannot be healthy if troubled with worms. Use Mother Graves' Worm Expeller.

Telephone In New Zealand.

After studying the telephone systems of America and Europe, the chief electrician of the Post and Telegraph Department of New Zealand recommended that a full automatic telephone system be installed in Auckland, Wellington, Christchurch and Dunedin.

PILES CURED IN 6 TO 14 DAYS.

Your druggist will refund money if PAZO OINTMENT to cure any case of itching, bleeding or protruding Piles in 6 to 14 days. 50c.

ARE GROWING IN FAVOR EVERY DAY

Value as a Family Medicine

South Ham, Wolfe Co., Que., Feb. 24 (Special)—There is fresh proof every day that as a family medicine, Dodd's Kidney Pills are growing in favor with the people of Quebec. Just to quote an example, Amable Pinard of this place says, in an interview:

"Dodd's Kidney Pills helped my rheumatism, backache, gravel, and heart disease, from which I suffered for twenty years."

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MONTREAL'S GROWTH.

Expansion of Commercial Metropolis Is a 20th Century Wonder.

The statistical story of a city's growth and development may not be the best way of recording its activities, but in a modern metropolis, where there seems no other way. Statistics, while invaluable in their place, do not record the heart throbs, the problems and the inner life of the human beings who make up a city's population. In our Canadian cities, where material things bulk so large, the romantic, historic, artistic or scenic features take a secondary place, and in this respect our centres of population record a different story to the cities of the old world with their wealth of historical associations and all that their centuries-old background means. We speak of our cities to-day in terms of bank clearings, customs collections, postal statistics, street railway earnings, building statistics, in the miles of paved streets, population, and, in brief, we reduce everything pertaining to the modern city to a statistical record.

Montreal, founded in 1642 by Maisonneuve, is rich in historical associations. It was from here that the first pioneers and explorers set out on their voyages of discovery. It was also the literary, social and religious centre of the French colony established on the St. Lawrence, and possesses a wealth of romance and a storied past from which the people of the present day might easily draw inspiration. Instead, however, of glorying in the past achievements of the early missionaries and the early discoverers, Montrealers are most interested in the fact that this place was always the commercial metropolis of the Dominion. In the early days it was as a fur-trading station, later on as a wholesale and distributing centre, and to-day her people take pride in the city's prominence as a financial, manufacturing, distributing and transportation centre.

Statistics point out that Montreal, as the national port during the season of navigation handles a greater monthly tonnage than any port on the continent, except New York; that the bank clearings are the greatest of any city in the country; that she is the headquarters for two great transcontinental railway systems, that her wholesale houses are the largest, her customs collections the greatest, her manufacturing output the most valuable; that her wealth is the greatest, and that, in brief, she is the commercial metropolis of the Dominion. Little or no attention is paid to the historical associations of the city, to her beautiful scenery, to her museums, libraries, the old narrow streets and the houses which have come down from the days of the old French regime; these are unknown except to a few who seek to find in the history of the city a pride in her commercial achievements, and it is as a commercial and manufacturing centre that she is known to the world.

Montreal is undoubtedly the most cosmopolitan city in Canada. Founded as a French city nearly 300 years ago, she is to-day a strange mixture of English, Scotch, Irish, Jew and Greek, Bulgarian, Roumanian, Servian, Italian, Syrian and Slav. A score of settlements or communities boast their own churches, clubs and newspapers, and continue almost without a break the old world, medieval customs of their forefathers. Montreal, standing at the head of navigation, acts as a huge magnet, into which is taken the "hotsum and jetsam" of European immigration. One-tenth of all who arrive in Canada by boat or train in Montreal.

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