

CHEAP LABOR A CURSE.

THE ENERGETIC REMARKS OF AN AMERICAN ON THE SUBJECT.

He Doesn't Like the European Way of Doing Things—State Railroads at Their Best and Worst—Men, Horses and Steam—Some Interesting Comparisons.

PARIS, May 12, 1891.—European sight-seeing is capable of many variations. Artists go to the Louvre and the Munich Pinakothek, pork butchers spend hours in the abattoirs, doctors prowl about the hospitals and gloat over the surgical implements in the Rue de l'École de Médecine, women haunt the shops. I know one man who never saw the Madeleine of the boulevards, but spent so much time and money among the old book and curiosity shops on the Seine quays that he had to bring his



GOING TO THE FIELD WITH MANURE.

European trip to an untimely close. I was not surprised on making the acquaintance of a retired railroad contractor from America the other day to find that he was fairly boiling over with interesting observations on engineering works in Europe.

"I tell you," he said, "its wonderful how much these Europeans have been able to do of engineering work, considering their old-fashioned ways. If we had wanted to build railroads in the English style the great West would have been half wilderness today. The rest of them are just as bad. I've seen railroad building going on in England, Scotland, Switzerland, and Russia, and everywhere it has seemed to me that we have very little to learn from them. Where we use wheelbarrows they use handbarrows, where we use dump carts they use wheelbarrows, and where we use temporary rails with tippe cars they use dump carts and horses. Up in Scotland I went nearly the whole length of a new railroad they are building through the Highlands, and it seemed as if they were scratching the earth at a hundred different places at once. There were thousands of men at work; the country literally swarmed with them; but only a comparatively small number were working in a civilized fashion with temporary rails and tippe cars. Of all the ways of moving things about, carrying them on hand barrows is the hardest and most costly, yet that was the way they were handling bowlders. Now in America we would have divided such a road into about six or seven sections, and on each section we would have about half as many men, but a deuced sight more steam power. We'd start at both ends and work toward the middle, or at the middle and work toward both ends and shove the dirt from the cuts, along into the fillings, all on wheels and rails, but the temporary track good enough to run heavy trains over at slow speed, bring all our supplies on our own rails and finish in half the time.

"Those Dutchmen are great engineers, too. Their railroads don't amount to much, but give a Dutchman a mud puddle, makes no difference how big, and he'll have a cabbage garden of it in a year. Why, the Manchester ship canal, about which the English brag so much, isn't a patch compared to the draining operations in Holland. In twenty years they will have the whole Zuder Zee turned into the best farm land in Europe, worth two or three hundred dollars an acre on an average. It's an actual fact. They're going to drain it all in one big job, and with modern improved machinery it won't be a bit bigger undertaking than it was to drain the Harlem Zee forty or fifty years ago. It would only cost \$50,000,000 or so, and look at the result. Instead of a mud lake they would have nice deep canals to all the towns and a rest farm land. We can't teach them any tricks in the draining business. In fact, digging canals is much better done in Europe than building railroads. The Manchester ship canal dredging plant is fully up to American ideas. The West Shore steam shovels 'American devils'; built in Lincolnshire on an American model, and they move all the dirt on rails with donkey locomotives. That's because the job is such a tremendous big one that they can't afford not to have the very best means of doing it.

"Well, you see," said he, "we could put a railroad right through the valley ten miles or so from one main line to another for a trifle, but it would draw traffic away from the government lines which connect the same points by a roundabout way, and the government won't build the road itself."

"Why not?" said I. "Well, you see," said he, "we could put a railroad right through the valley ten miles or so from one main line to another for a trifle, but it would draw traffic away from the government lines which connect the same points by a roundabout way, and the government won't build the road itself."

"Oh, we could do that," said he, "but the government wouldn't let it, and if we had cars of our own we would have to load to the government ones. What's the use?"

"Well, you can imagine that that sickened me with the government control of railroads. It just made me boil over with anger to see such stupid management. Mind you, it was a quarry as big as the Connecticut brown stone one. Oh, I can change my mind again, though, when I get back into Belgium. Belgian roads are all under royal management, but they are admirable; admirable, as fast as in England, nearly, and the cheapest rates in the world. Belgium has got no war bogey on her hand—neutral territory, you know—and that King Leopold, who can't be half so stupid as he looks, sees his opportunity. Belgium is the most formidable competitor England has in every branch of industry. Her farmers are the most skillful in Europe, except the Swiss, and her manufacturing towns are growing like weeds. Oh, it would be a big thing for us if we could have government management of the Belgian sort. Just think of it! No rate wars, no useless parallel lines built to sell, no town bond skin games, no differential rates, and the public getting the benefit of it all in freight and passenger rates, at absolutely cut price. I can't imagine a better thing for the country.

"There's another thing. I was speaking about the slow way of building railroads. Well that makes it much more slow and costly than it used to be is that they do everything so thoroughly from the start. In Switzerland they are building two or three different roads, mostly for tourist traffic. I guess, and they are putting in beautiful stone arches over every picayune brook course where iron girders or trusses would have done just as well. The Yankee way is to build the road first as quick and as cheap as possible, get it to running anyhow and make it earn the money to improve the roadbed. That's the way the Central and Pennsylvania were built, and now they are as good as any roads in the world. The West Shore and the Nickel Plate were the only important roads ever built in America as carefully as the English would do it. The West Shore went bankrupt and the Nickel Plate was only built to tap old Vanderbilt's pocket."

"You say the Central and Pennsylvania are as good as any English lines. Why don't they run trains as fast?"

"Don't want to, that's all. Don't need to. Young man, there are seven million people in that hell's kitchen of a manufacturing district around Manchester and there are nearly six million in London. Put seven million people at Pittsburg and six million in New York and the different lines could run express trains tomorrow over the existing road beds as fast as the

THE CITY BY THE SEA.

A ST. JOHN BOY TELLS OF ITS INTERESTING HISTORY.

CHARLESTON, S. C., May 16.—When the citizens of Charleston returned at the end of the war, it was with drooping spirits that they beheld the damage that had been wrought in their absence and the task of restoring the city to its former shape seemed hopeless indeed to them. But they set to work with energy and perseverance and now, after a quarter of a century, it is again assuming an appearance of prosperity and grandeur.

The first thing which impresses a visitor to the city is its lowness, for, being on a level with the sea, it seems so literally to rise out of the waters, that the name of the "American Venice" has been given to it. The next thing that impresses one is the number of antiquated buildings, the grounds around which are enclosed by high brick walls. I will describe briefly a few of the oldest buildings which are the landmarks of the city.

St. Philip's church (episcopal) is the oldest in the state, having been established in 1681; it is a very imposing structure of the Corinthian style with a steeple over 200 feet high. Its chimneys were broken up and cast into cannon during the war and the clock was destroyed. In the cemetery attached to it, under the shade of a beautiful magnolia, stands a square brick tomb, where rests the remains of John C. Calhoun, Carolina's greatest statesman.

St. Michael's is the next oldest church, and the present building has stood for 130 years "the battle and the breeze," and has emerged successfully than any public building in the city. It is a handsome edifice, with a very high steeple, which can be seen several miles out at sea. The chimneys have an interesting history. They were imported from England in 1764 and when the British evacuated Charleston in 1782, Major Drake, of the royal artillery, seized the bells on the pretence that they were a military requisite. The citizens applied for them on the ground that they had been purchased by private subscription, and Sir Guy Carleton issued an order for their restoration, but they had been already shipped to England, where they were sold. They were purchased and shipped to Charleston, however, and were again placed in the belfry. In 1861 they were removed to Columbia for safety, and when that city was desolated by Sherman, they were so much injured by fire as to be rendered entirely useless; two of them were stolen and are still in the hands of a private party.

In 1866 they were again sent to England to be recast; this was done by the successors of the firm that had made them 100 years before, from the same patterns, and the next year the eight bells, as nearly identical as possible with the original ones, were hauled in and put into the belfry, where they have remained undisturbed since. The feeling of a true Charlestonian for St. Michael's church is similar to that of a Bostonian for King's chapel.

The French Huguenot church is of the Gothic style, and is the only one of the United States which adheres to the exact form of the Huguenot worship.

The post office, court-house, city hall, medical college, Charleston college and Jewish synagogue are all very old buildings with interesting histories, but space will not permit me to enter into details. They were all shaken by the earthquake of 1886, as their battered walls will testify. The city hall was almost entirely destroyed, but it has been repaired, and now presents quite a neat appearance. The square in the background contains a statue of Wm. Pitt, erected by the British, and is the site of the repeal of the stamp act. It has stood for 120 years, and suffered the loss of an arm during the siege of Charleston by a cannon ball from a British gun. Throughout the entire length of the city which is three miles, there is but one slight rise of a few feet and on the South Carolina Military academy, generally known as the "citadel." It overlooks Marion square, formerly called Citadel green, and here the cadets drill. In the vicinity are the Citadel square, Baptist church and the Episcopal church, and the only one of the finest in the city; and surrounding them on all sides are many handsome residences.

The finest building in the city is the custom house, situated on Bay street and commanding a good view of the harbor. It is built of white marble in the Roman-Corinthian style, and presents a grand appearance.

Besides the churches I have already mentioned, there are several others of all denominations, and by no means least conspicuous among them are those belonging to the colored people, who are noted for their liberality towards their churches and pastors.

The market, extending from their meeting street to the bay, a distance of a quarter of a mile, is a low, narrow building open to the weather on all sides, and kept delightfully cool by the breezes from the ocean. The educational facilities of Charleston rank higher than most of the southern cities, and its schools are attended by students from all over the south. The colored schools are numerous, have a large enrollment of pupils and are well maintained. The Porter academy, founded in 1867 by Rev. A. Porter, D. D., to provide free education for poor boys from the low country has attained quite a celebrity. It is situated on the bank of the Ashley river on the outskirts of the city amid a grove of oaks and cypresses. Charleston's most prominent public institutions are its noble Orphan House and the Home for the Mothers, Widows and Daughters of Confederate Soldiers. The latter was originated by its patriotic women, and is ably supported by the people, who are ever ready to pay all due respect to the "lost cause." When Gen. Wade Hampton visited the city a short time ago, he was tendered a most loyal reception and cheered lustily wherever he went; and when Gen. Johnston died flags were at half mast for three days. The havoc and desolation caused by Gen. Sherman's marches were too well remembered to dwell upon.

is the greatest of the great of the age. Test. K. D. C. COMPANY, New Glasgow, N.S., Canada.

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A ST. JOHN BOY TELLS OF ITS INTERESTING HISTORY.

CHARLESTON, S. C., May 9.—When the citizens of Charleston returned at the end of the war, it was with drooping spirits that they beheld the damage that had been wrought in their absence and the task of restoring the city to its former shape seemed hopeless indeed to them. But they set to work with energy and perseverance and now, after a quarter of a century, it is again assuming an appearance of prosperity and grandeur.

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CANNED Salmon, Lobsters, Oysters, Corn, Tomatoes, Peas, Beans, Peaches.

1400 Cases

In lots of 25 Cases, at manufacturers' prices.

JOSEPH FINLEY, 65, 67, and 69 Dock St.

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Looks satisfied, pleased, and contented. What makes him so? He's in a nice fitting suit, a nice looking suit. One of ours, like this, would look well on you. Try one on some-time—you may buy it if you see it. They're so nice.

If you want a business suit, why we can fix you—Outing Summer Suits, in large lots, very cheap, from \$3.75 up. A nice Blue Serge Suit, very cheap.

SCOVIL, FRASER & CO., COR. KING AND GERMAIN.

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AND A HOUSEHOLD SAFEGUARD

"PEARL" WATER FILTER.

WHY persist in drinking unfiltered water, polluted with animal and decaying vegetable matter, and in large towns with factory refuse, sewage and impurities from adjacent dwellings, thus breeding typhoid, malarial fevers, bowel diseases, cholera, and a whole train of kindred evils, when you can purchase a "PEARL" WATER FILTER for \$1.00.

If your faucet has not a thread upon it, we can supply at small cost an adjustable thread, which is always handy.

Price of Filter, \$1.00. Adjustable Thread Connection, 35c. Get one, and ensure pure water.

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Brantford Safety Bicycles

THEY ARE BUILT FOR CANADIAN ROADS, NOT ENGLISH WALKS.

THIS LETTER SPEAKS VOLUMES.

MORNING, May 7, 91.

MESSRS. C. E. BURNHAM & SON, St. John:

GENTLEMEN.—I answer to you, in reply as to what is my opinion of the BRANTFORD SAFETY BICYCLE. I have much pleasure in stating that the BRANTFORD SAFETY, purchased in the Spring of 1890, has given me entire satisfaction. I have been riding for several years past, having ridden the "Rudge Safety" and other wheels, but I have not had a wheel that could stand our rough roads, or give me the comfort and satisfaction as did the BRANTFORD SAFETY. I wish you a large sale for 1891.

I remain, yours, etc.,

W. G. TOWLE, P. O. DEP'T., Moncton, N. B.

C. E. BURNHAM & SON, SAINT JOHN, N. B.

N. B.—For the accommodation of our friends, especially outside of the city, who would like to see our Stock on the Queen's Birthday, we will open on May 25th, from 7 a. m. to 12 o'clock. The Ladies' Satisfies will be in by then.

C. E. BURNHAM & SON.

Everything can be said in favor of the Model Grand. A Stove that has been tried and proved as good as this one, can be recommended. It is a stove that always gives satisfaction. When you move don't forget that that's the time to have a new stove put in. See our Model Grand.

The question is, do you want a stove? if not, don't buy one; but if you look well into the stove business before buying—above all, see our Model Grand. It's a range that is a range. You can depend on it to do the best kind of work.

COLES, PARSONS & SHARP, - - Charlotte Street.

COME IN

AND LOOK AT MY GENTLEMEN'S AMERICAN, GRAINED, DONGOLA, BALMORAL

\$2.50, NEVER SOLD FOR LESS THAN \$3.00.

Ladies' Hand-Sewed Kid Button Boots, \$2.75.

Misses' Spring Heel Boots,.....\$1.00	Children's Button Boots,.....30c. up.
Misses' Spring Heel Boots,.....1.50	Youths' Balmorals, Tap sole,.....75c.
Men's Working Boots,.....1.00	Boys' Balmorals,.....30c. up.
Men's Fine Boots,.....1.40 to 4.00	Ladies' Button Boots,.....90c. to \$4.00

G. B. HALLETT, - - 108 KING STREET.