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Semi-Weekly Telegraph
ST. JOHN, N. B., JULY 9, 1902.

THE PLAIN TRUTH.

A great many surmises have been ventured by the public for the delay in exposing the conditions in the Fredericton Institution for the Education of the Deaf and Dumb. The Telegraph has hesitated to give one of the gravest reasons for this delay, lest we be charged with unfairness. The Fredericton Gleason on Saturday gives the reason better than we could have done. It published a vituperative true statement of the conditions given behind closed doors, which however contained sufficient definiteness to prove conclusively that it was furnished by some one present at the inquiry. To cap the climax the Gleason in an editorial throws more mud, not only at this paper, but at a decent girl whose only crime has been, according to her evidence, that she successfully escaped the villainy of the officials of the Fredericton Deaf and Dumb Institution, and has sought to do her duty by telling the truth under oath when she was subpoenaed by the commissioner at the inquiry.

To clean the Augean stables was an easy job compared with cleansing the Fredericton Deaf and Dumb School of the villainy and immorality which was disclosed under oath on Friday and Saturday, if one-half of what the witness told should be considered by the commission as setting forth the real state of affairs. Especially is this so when a paper like the Gleason will be so devoid of decency as not only to publish the names of witnesses with an absolutely false account of the evidence, but go the length of vilifying the witness and others interested in bringing out the truth concerning a public institution.

It is not surprising that no private individual has hitherto taken upon himself the burden of expense, worry and calumny which his public spirited action in pre-fering charges against this institution was bound to bring to him as its reward. The Gleason, which should be interested in probing to the core such serious charges against an institution located in its own town, is content to become an active party in shielding the criminals whose crimes The Telegraph has pledged its ability to prove. The action of the Gleason in defaming those who are endeavoring to right a public wrong might at least have stopped short of vilifying the witness, whose testimony a day and a half of cross-examination has not sufficed to disturb.

The Telegraph would not have referred again to the inquiry during the taking of evidence in camera but for the Gleason's falsification. If this misstatement of facts is persisted in we shall take the responsibility of printing all the evidence that is fit to print, so as to protect the public from the conspiracy which has evidently been planned to defeat the ends of justice in this inquiry.

THE ENGLISH LABOR DELEGATES.

The reports of the trades union delegates sent out by Sir Alfred L. Jones to the United States and Canada, at his own expense, to study the industrial situation, have been published in Liverpool in pamphlet form and a copy has reached this office. The work may be of additional interest in Canada because Sir Alfred is the head of the firm of Messrs. Elder, Dempster & Co., the steamship owners so prominent in Canadian trade. The object Sir Alfred had was not to stimulate emigration to this country, but to enlighten the English workers as to the conditions of labor and manufacture on this side the Atlantic, so that they might be enabled to more fully comprehend the keenness of the competition English employers have to contend against, and "to generally inspire the men, through their own representatives, to so conduct themselves as to secure the maintenance of the high position the country (Great Britain) has as a

ways held in the markets of the world."

One thing in the reports is calculated to primarily astonish the North American reader, which is that the delegates were surprised at many of the ordinary existing conditions, even Mr. W. Abraham, M. P., who came in the interest of the Welsh colliers, expressing his surprise that the Americans "had gained other than domestic markets for their products and were at the same time paying higher wages than in Great Britain, meanwhile using the most advanced forms of labor-saving machinery." He immediately apologized, however, that Americans work harder all the year round than do the English. Why under such conditions Americanized English workmen did not prefer to return home to work, he admitted was to him unexplainable. This fact illustrates that the English workman who has never crossed the ocean has a very limited conception of affairs on this side and that consequently the object of Sir Alfred was very well conceived and should be productive of good results.

Excepting in the way of presenting the opportunities for hard workers to win success in the agricultural line in Canada, there is little in the reports to encourage emigration to this country instead of to the United States, although one of the reports presents rather an extensive account of the glowing future for Cape Breton. But the presentation of advantages of Canada over the United States as an attractive country for emigrants from the British Isles, was not evidently deemed by the delegates to be under the necessity of their observation. In fact the weight of evidence is rather to the contrary and in so far the reports are lacking in interest to Canada.

FOREST PRESERVATION.

In a province like New Brunswick, so much of the little wealth of which is and has been dependent upon her timber resources, the appreciation of the danger of denuding the country of woodland ought to be made abundantly realized, and probably the same is true of all the provinces of Canada. The Telegraph has frequently of late months referred to this matter and warmly commended the effort of our provincial government, so far as it went, to establish something in the way of a forest preserve about the head waters of some of the principal streams. It should be all the more interesting therefore to our readers to note the progress of such movements in other countries.

We find, for instance, that U. S. Senator Depew, in brilliant advocacy of a bill appropriating \$10,000,000 for the purchase of 2,000,000 acres of land for a national forest in Virginia, North and South Carolina, Georgia, Alabama and Tennessee, cited that Germany has 26 per cent. of new land in forests, of which the government owns two-thirds; that Italy is preparing to expend \$12,000,000 to re-forest the trees to 500,000 acres of her denuded mountain slopes, and the water supply of her cities; that France has appropriated \$25,000,000 for a like purpose, and that, while the United States territory has only twenty per cent. of a forest, 41 national forest preserves have already been set aside in the west, aggregating nearly 40,000,000 acres. Through the western states many of the best of planted timber are small, being less than five to ten acres each, or as much as five to ten acres each, or as much as a farmer can conveniently spare from his farm. But so important is the work now being done by the American government, that it is taking an active part in it and during the present year the U. S. Central R. R. has had one tract of 10,000 acres and another of 21,000 acres planted with forest trees, while the Kan. & Fort Scott and Memphis roads have planted 2,500,000 acres and a number of the other lines in the west are going into the enterprise on a still larger scale. Such work is evidence of faith that the country will be materially augmented by reforestation, and should be strengthening the hands of all who are seriously considering the danger of forest denudation in Canada.

PRISON REFORM.

The matter of prison reform, discussed last night at the ladies' convention, appeals to the people of St. John in a very limited sense because this city is for its size characterized by sobriety and respectability that its criminal class is a very small one, while we have no extensive prison nearer than the Dorchester penitentiary which is under government control. Our schools, our churches, our home training and our civic pride in maintaining the reputation of the individual creditable to the high standard of St. John, have been successful in maintaining that high standard. Consequently it is natural that a very limited number of our citizens have been cognizant in actual conditions in our local jail and, as there is no mauling sentiment here in favor of regarding criminals as heroes to be pampered or petted, it is not unnatural that the victims of the law should have been left without much popular interest while undergoing their punishment. It therefore follows that the civic and municipal authorities have been entirely trusted to look after the welfare of the prisoners in the most desirable fashion and if there is any fault in the administration of affairs in our little jail it must lie at the hands of those authorities, while it is theirs also to remedy any unsatisfactory conditions which may exist. This is possibly not a matter which may be best accomplished by any sensational endeavor to awaken a popular agitation, for the authorities are amenable to reason, they are responsible to the people for their elective positions, and for their own

credit's sake and the best business results to the city it is essentially their interest to make the jail above reproach. It is conceded that the position of a police station ought to be established and filled by a thoroughly competent appointee, and it is surprising that such an office was not created long ago, but that and the other matters of detail in regard to the care and maintenance of our short term prisoners are affairs with which our people have always deemed our civic statesmanship entirely competent to deal. If there is any incompetence there are enough terrifying members of the council to discover it. A jail is an entirely different institution from a public hospital. If the prisoners were treated even more severely there should be no popular complaint.

TEACH SWIMMING.

The wisdom of establishing popular instruction in the art of swimming is a matter that, especially in a seaport like St. John, ought to commend itself to those having the best practical education of our youth at heart. It is notable that in the city of New York this has been made a prominent feature of public instruction and the Board of Education of that city has added the swimming course to its regular public school curriculum. Not only does this apply to the boys, but likewise to the girls, and among the 32 instructors are five sisters of one family all of whom have distinguished themselves by proficiency in nautical accomplishments, several of them in the saving of life. The swimming schools are to be conducted just like grammar schools and diplomas and certificates of advancement are to be granted to all competent pupils.

In view of the fact that a great many lives are lost annually through lack of ability to swim and that in South Africa no fewer than 223 British soldiers were drowned from this reason, the great advantage of public instruction in the art becomes apparent. At our own local beaches, such as Blue Beach, a professional life-saver might also be made an instructor if means were provided for his appointment, and there would be no lack of aspiring pupils if the facilities were established for teaching them. The idea is surely worthy the sincere attention of those who should most potentially influence practical education and this is the time of year when a movement for its materialization is in order.

THE ALASKA BOUNDARY.

To any who have not had clear and concise knowledge about the Alaska boundary dispute and why it is that Canada is so persistent in her claims, a recent lecture by Hon. Clifford Sifton delivered before the collegiate institute at Lindsay (Ontario) would be interesting and enlightening. And as it is a matter which will probably soon come up for determination, it is at present no harm to review the circumstances, as so clearly set forth by Mr. Sifton, so that the situation may be quite intelligible to any reader.

The three radical points of difference between Canada and the United States are: (1) that the treaty, upon the interpretation of which the boundary depends, describes the line as running along the Portland Channel, which the United States claims is the Observatory Channel; (2) that the present map of the Canadian continent is that it is the Portland Channel of the present day, and that the United States claims that there are no mountains parallel to the coast and that therefore the line must be laid down by reference to the treaty clause which states that when the crest of the mountains is more than ten marine leagues from the coast, the line shall be drawn at a distance of ten marine leagues, while Canada claims that there are well-defined mountains lying along the coast, plainly visible from it; (3) the United States claim that wherever there is a bay or an indentation of the shore line, the line must be run back so as to leave the shore line around the bay or indentation in United States territory, while the Canadian contention is that an indentation is not part of the ocean or part of the coast, unless the mouth is six miles wide, this being a well-established rule of geographers.

The importance of the latter point lies in the fact that if the Canadian contention should be held to be correct the head of the water known as Lynn Canal will be in Canadian territory, which will give vessels in the Canadian coastwise service from British Columbia direct access to the Yukon mining territory by way of the White Pass route, whereas otherwise, if the Lynn Canal continues to be within the United States territory, against which Canada has made protest, the boundary line will be 30 miles back from the head of Lynn Canal and the only Canadian access to the territory will be by rail from a point on the south side of Portland Channel. It does not seem to strengthen the United States claims that the offer of Canada for arbitration was so persistently refused.

THE GRIMMEST FATE.

Much interest has been expressed in Europe in the case of Colonel Grimm, a Russian officer who was tried for high treason in the case of the French army, was so degraded and humiliated that he was sent to a penal colony in Siberia, where he seems to be no hope for any reprieve such as that which Dreyfus gained, and indeed so appalled was he at his sentence that he is said to have petitioned the Czar to permit him to be put to death at once. Had the court not confessed his crime the colonel martial which tried him would probably have sentenced him to be shot, but on account of the minute care of his confinement, which has enabled the Russians to know exactly how far they were betrayed, his sentence was determined at degradation from his rank, twelve years' imprisonment in the mines of Sakhalin, and banishment for the remainder of his life to a remote Siberian village beyond the bounds of ordinary civil-

provinces are beginning to flock in upon us and it rears with those who entertain them to so please them that they will either come again or give us that best of advertising, a sincere verbal commendation at their own homes. The value of tourist travel cannot be overestimated and while the railways and steamer lines more today than ever before are providing means of transit to our province, it lies with the hotels and the boarding houses and those who have it in their power to make life pleasant to the stranger, either to stimulate or to discourage this annual flow of travel. In the establishment of greater facilities for bathing and other innocent recreations, and for the procuring of comfortable accommodations with clean wholesome food, nicely served, at different places of interest, there is much yet that might be done to the material advantage of the doers.

But our mineral development and the concurrent construction of additional railway facilities are the most notable features of the new era upon which we are entering. The development of the coal fields and of the oil deposits, of the copper mines and also possibly of gold mines, all of which have of late been referred to in this paper, give assurance of continuous and increasing employment of labor, which while directly benefiting the population both as to the output for the home market and the disbursement of wages, must indirectly afford opportunities for business in the construction and furnishing of new buildings, the equipment of extending works and the increased market for the products of the farm as well as of the factory. No one who takes cognizance of the trend of events can fail to appreciate the satisfactory condition of affairs in all the above lines indicated and when in addition one looks about the city and port of St. John, at its cotton mills, mail works and other manufacturing establishments, so full of activity, and its harbor full of shipping, one must if he has the best interests of New Brunswick at heart, feel convinced that our future prosperity needs only wise public oversight, coupled with energetic private enterprise, to assure the most satisfactory general success henceforth.

PRETENDER TO THE THRONE.

The fact that very few people know there exists a pretender to the throne of Britain speaks well not only for the House of Brunswick but likewise for the kindness and gentleness of the lady who by virtue of her ancestry became "the pretender." She is Mary Theresa Henrietta Modena and Princess of Bavaria, whom the late Jacobites call "her Christian and Catholic Majesty, Queen Mary IV." This lady, who is the wife of Prince Louis, the elder son of the Prince Regent of Bavaria, is descended from the female connection of "Bonnie Prince Charlie," the male line having become extinct with the death in 1807, of Cardinal Duke of York, grandson of James II and younger brother of Prince Charles. This line might have retained the sovereignty but for the Act of Settlement, passed by the House of Commons by a majority of one vote in 1701, whereby the succession to the crown was settled on the Electress Sophia of Hanover to the exclusion of all descendants of Charles I. There are however some few Jacobites today, led by the Marquis of Ravigny and Mr. Cranston Metcalfe, who profess to believe that their keeping alive of the party is by no means purely sentimental.

NOTE AND COMMENT.

General Amnesty is the latest emissary of Uncle Sam to the Philippines. It will be interesting to note what result may effect.

The American republic began on a thirteen basis and celebrated its last birthday on a Friday, but there are still some millions of survivors.

Greased rails is the newest form of malicious mischief on American railroads. The perpetrators ought to be railroaded to punishment "quicker than greased lightning."

The fate of the Andre Arctic exploring party, if one is to believe the latest reports, was due to the senseless use of a gun—just another instance of lack of judgment at a critical moment.

The imperial government have granted the constitutional concession to Cape Colony and it is to be hoped that the Cape people will be thankful accordingly and profit in loyalty.

The public will learn with deep concern of the accident to the Secretary of State for the Colonies and congratulate him at his escape from a fatality, which is likewise cause, under present circumstances particularly, for congratulation to the empire.

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SUPERINTENDENT OBORNE'S VIEWS.

C. P. R. Atlantic Division Head, interviewed in Montrea Makes Statements Which Will Interest St. John People.

The following interview with Mr. Osborne, printed in the Montreal Witness of July 4, has been referred to briefly in our despatches. Mr. Osborne, who has returned to St. John, says that he is misquoted in the figures, which should be \$35,000,000 to \$40,000,000.
Wake up Canada—Forty-six Million Dollars' Worth of Exports Handled by Dominion Ports Through Lack of Dominion Facilities.
Mr. James Osborne, General Superintendent of the Atlantic Division of the C. P. R., on the needs of St. John as a Winter Port.
The various governments of the dominion have not been slack to provide transportation facilities as development has proceeded, but there has been a singular indifference to the problem of the export trade—an indifference which may be illustrated by the fact that there are forty-six million dollars' worth of exports which are handled at foreign ports—a business which the dominion should do, and which it could do, if the dominion government was as fully alive to the needs of the situation as it should be, in the estimation of business men Sir William Van Horne has often said that the government had provided a great hopper into which the products of the country were dumped, but it had done little or nothing to ensure that these products should leave the hopper.
Mr. James Osborne, general superintendent of the C. P. R., at St. John, (N. B.), has large views on this subject of the export trade of the dominion, which is greatly crippled for lack of those facilities which they government, he contends, should provide. For instance, says Mr. Osborne, who is in town, pointed out today, take the case of St. John. The people and the C. P. R. had demonstrated that this was the winter port of Canada. To set forth this fact the city had spent over a million dollars. The company had also spent a great deal of money in the way of development. Having taken the initial steps, he thought it remained for the government to step in and carry forward the work, not for the needs of today, but for the needs of many years to come. Development was proceeding at a rapid pace on national lines, should contemplate the future as any plan which the C. P. R. touched, always did. That is to say, the C. P. R. always obtained a finished plan, although it might not realize the finished plan at once. So it was with St. John. There had been a certain amount of development done at private expense, but the possibilities were too great for private enterprise to finish. The difference in distance between Portland and St. John had to be considered when one thought of private outlay in the connection. Owing to the longer distance of St. John, and the difficulties under which transportation companies labored, it was manifestly a case for the help of the dominion government. The Hon. Mr. Tarte was clearly of this opinion, and he stated that he was prepared to spend liberally in making St. John the great winter port of Canada, if the people of the whole country would only support him. Mr. Osborne had a plan of extension in his mind, which included double story freight sheds—the imports below and the exports above, which would make it easy to transfer the cargo to the vessel, which would be lying close by.

That was in fancy for the present, but the government was seized of the importance of the question, which had become an acute one, in view of the fact that, at present, owing to our slackness we were really building up foreign interests. He did not think the Americans were in the habit of building up foreign interests, in fact, they came to reside in it, and he did not see why Canada should be particularly anxious to build up the United States, as she was undoubtedly doing, through the non-use of the opportunities which were within her reach. That forty million dollars' worth of products which found their way to foreign ports, could be handled by our own people at our own ports, if only proper facilities were provided. The question was urgent, it was a question which would be done. He believed the Hon. Mr. Tarte had the right idea of the question, which pressed for solution. The great thing was to arouse public opinion on the subject. If private enterprise put its hand to the business there would have to be such shipping charges as would frighten trade away, and, of course, competition would be out of the question, when you had free ports opposed to you. No; the government should step forward with a well-defined plan of assistance and extension, to meet the growing needs of the export trade, a trade which was increasing by leaps and bounds.

The Montreal Star of the same date had the following:
Plans Big Things for Port of St. John. Canadian Pacific has in Contemplation Immense Scheme of Dock Improvements to Cost in Vicinity of \$25,000,000.
"It is now incumbent upon the dominion government to step in and provide the money to make St. John in a position to compete with other Atlantic terminals."
Such is the opinion expressed by Mr. James Osborne, general superintendent of the Atlantic division of the Canadian Pacific, today.

"It has been exclusively shown," continued Mr. Osborne, "that St. John is the natural winter port of the dominion and its immediate improvement and expansion is imperatively necessary in order to handle successfully our immense wheat crops. The city of St. John has already expended a million of money on its improvement, to say nothing of what the Canadian Pacific has invested, but the present condition of affairs is quite inadequate to meet the requirements and I am glad to think that Hon. Mr. Tarte, minister of public works, appreciates this and has promised to pay us a visit at an early date and look over the situation."
Mr. Osborne says that a complete and comprehensive plan has been drawn up, covering the requirements for the next 20 or 30 years, embracing up to date freight, passenger, wharves, docks, travelling cranes, additional sheds, etc. Regarding the freight sheds, they should be constructed in two stories, the lower for export and the upper for import trade. The total cost of such a plan as now prepared, it is estimated, would cost from \$25,000,000 to \$30,000,000, but, of course, it would be carried out in sections as the requirements of the trade demanded. Mr. Osborne says the potato crop in New Brunswick, notwithstanding the rain, is excellent and in some parts of Northern Maine is the largest on record.