

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, AUGUST 19, 1908.

SCHOOL FOR THE DEAF ABOUT READY TO BE STARTED HERE.

Jewett House, Lancaster, Transformed for the Purpose, Gives an Ideal Location—Ready for Reception of Pupils in a Few Weeks—A Fine Building With Extensive Grounds.

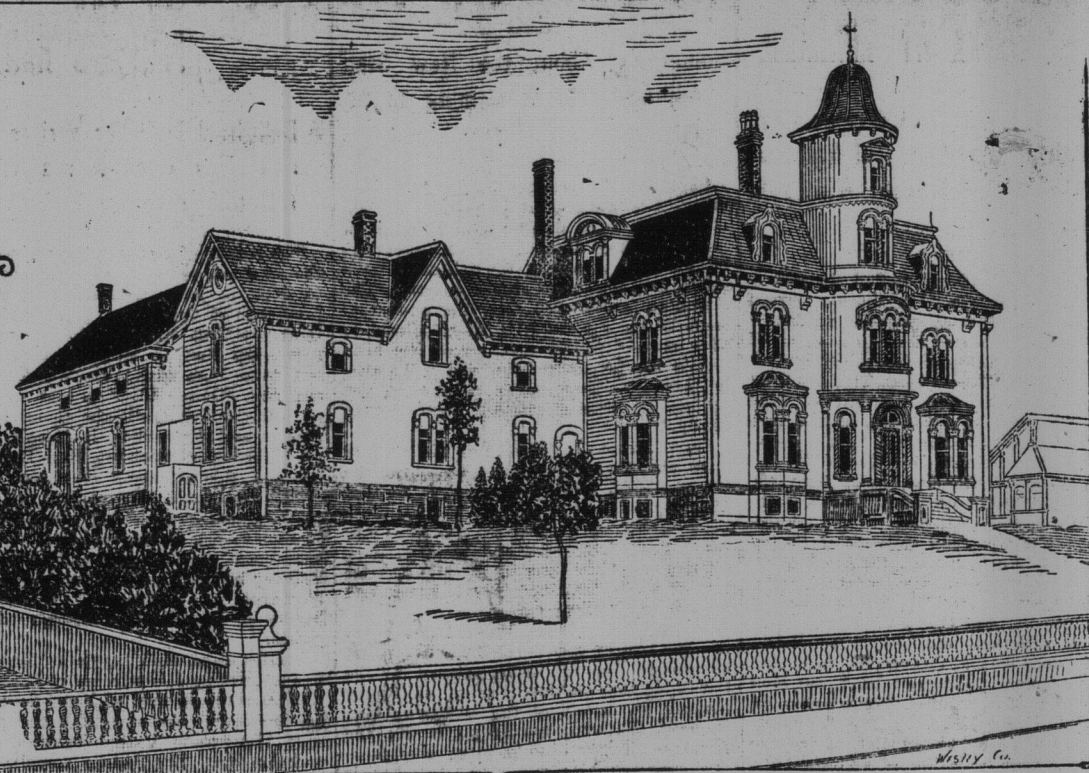
Since the closing of the Fredericton School for the Deaf and Dumb, much attention has been devoted by the government to the future care of these afflicted children, and an act of parliament has been passed, providing for the establishment of a new school for the deaf in this province, at the cost of \$100 per capita.

It was considered desirable by many that a new school for the deaf should be established in our own province, but the government, fearing difficulties in the way, did not feel justified in establishing such a school directly under the Board of Education, and temporary arrangements were made for the New Brunswick pupils to be admitted into the institution at Halifax.

Many of the parents of deaf children, however, being anxious that a school should be provided in our own province, the matter has been taken up by a committee composed of prominent citizens of St. John, and a school is now being established under the provisions of the act of assembly.

The chief difficulty in the establishment of a new school in this province seemed to be the securing of a suitable building, and the acquisition of a staff of competent teachers. Both of these obstacles have, however, been overcome. Thanks to the energy and philanthropy of the promoters and subscribers to the fund, the want of a building has been generously provided for, and arrangements have been made for the opening of a new school for the deaf in this province, to be ready for the reception of pupils in a few weeks' time, and equipped with a staff of thoroughly competent, trained teachers of long experience. While a generous response has been made to the call for funds, a much larger amount is still required to complete the alterations in the buildings and equip the school. Further subscriptions are therefore earnestly solicited.

The accompanying plans and sketch which we publish today will show that the property which has been acquired is a most desirable one for the purpose. The property is situated on that part of the western side of the harbor known as the Lancaster Heights, and was formerly known as the Jewett property. It will be seen that due regard has been paid to the healthfulness of the location. The grounds surrounding the new school are extensive and exceptionally attractive, the total area amounting to several acres.



The Jewett House, Lancaster Heights, Now to Be Made a School for the Deaf.

The house itself is an imposing building, the original cost of the premises having been in the vicinity of \$100,000, while the purchase price is only about one-tenth of that amount. The interior, with a few alterations, which are being rapidly proceeded with, is admirably adapted for the purpose of the school. Taking into consideration the fact that the building was not constructed for a school, few houses could be found more convenient. The rooms are large and airy, and but little difficulty will be met with in transferring them into class rooms, dining rooms, dormitories, etc. Some \$2,000 is being spent in making the necessary alterations.

The new establishment will be known as "The New Brunswick School for the Deaf," and the term "school" has been chosen in preference to that of "institution," and that the word "dumb" has been dropped. The title of the school seems to be quite in keeping with the objects of its promoters, which are to provide these children with the comforts of a home, together with the advantages of an education upon the most approved modern methods.

The school for the present will be capable of providing accommodation for forty or fifty pupils, which seems about the number required to secure good results. In the opinion of experts, very large schools are no longer to be advocated. It has been found that better results can be obtained, and more individual attention given to each pupil, in a school of this size. In most of the large institutions for the deaf in the United States, the pupils are too much mixed together under one roof, the separate buildings for the elementary and advanced departments have

James A. Weaver, a Teacher of Experience, Will Be the Principal, and Have a Competent Staff—Accommodation for Forty or Fifty Pupils at First.

a decided advantage and quite in keeping with modern ideas.

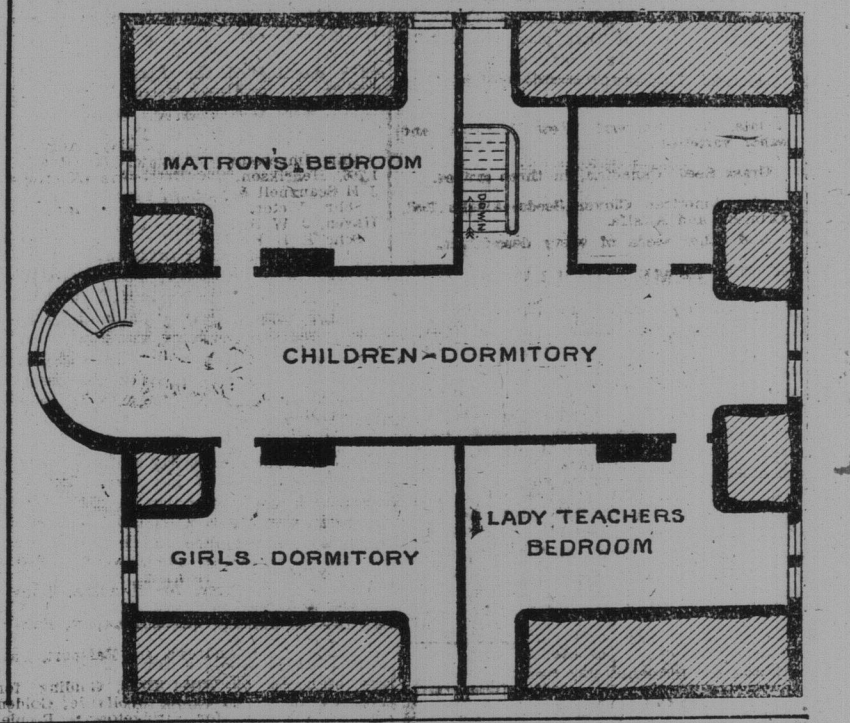
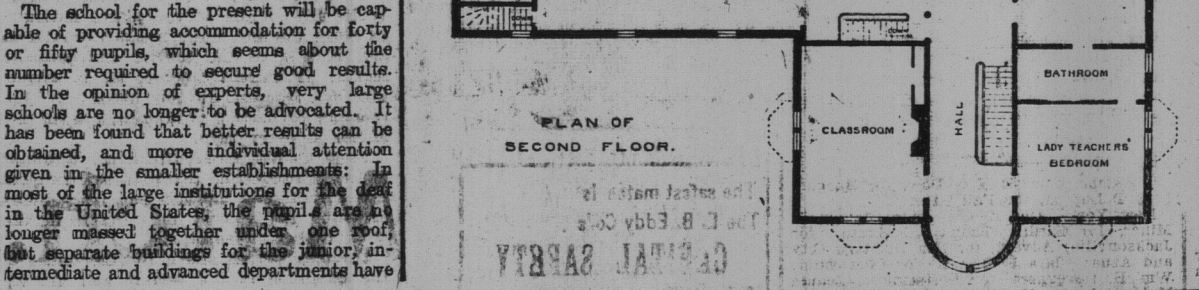
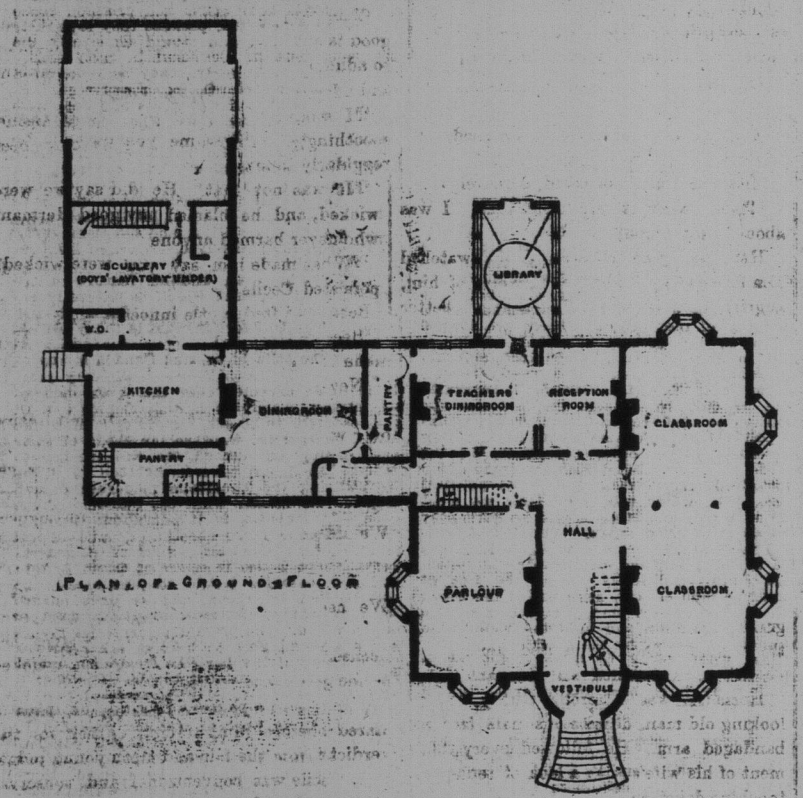
Although it has been officially stated that the number of deaf pupils awaiting admission will not probably exceed forty or fifty, judging from the statistics of the last census, there should be no fewer than eighty deaf children of school age in this province. Special efforts will no doubt be put forth to make known throughout the province the opening of the new school, and bring in all those children who may benefit by its advantages.

The education of a child who, though not actually deaf, but whose hearing is too defective to receive any real benefit from attending ordinary public schools, can be carried on most successfully by means of the oral system, in which speech and lip reading form the method of communication. Such children are generally received into schools for the deaf where this system of education is carried on. In such cases most satisfactory results have been obtained.

It is understood that oral teaching will form a special feature in the curriculum of the new school at St. John, and any children with defective hearing such as are referred to for agricultural purposes in the province will be instructed under such a method.

The management of the new school, realizing that much of its success must necessarily depend upon the competency of the principal in charge, has secured for that position James A. Weaver, formerly of the Margate School for the Deaf, the largest institution of the kind in Great Britain. Mr. Weaver, who has for the past two or three years acted as instructor of the advanced oral class in the Halifax School for the Deaf, brings to the new school the highest testimonials and a record of effective work accomplished in both the English and Nova Scotia schools. Mr. Weaver is the winner this year of the Broadwood gold medal offered in competition every two years by the National Association of Teachers of the Deaf, for a paper on a subject named by the association. The subject this year was The Ideal Teacher of the Deaf. He will have personal charge of the oral teaching, and will have associated with him a competent staff of teachers, all of whom have had some years of experience in the work and are selected for their special qualifications.

The personnel of the board of management, so far as selected, is such as to inspire public confidence in the proper conduct of the school and its business affairs. The interest manifested throughout New Brunswick in the deaf children and the efforts being made to ensure their proper education within this province is already sufficient to ensure the success of the New Brunswick School for the Deaf.



EMMERSON ENDS HIS G. T. P. SPEECH.

Says the Road Will Traverse a Rich Country Through New Brunswick.

MR. OLIVER'S VIEWS.

Western M. P. Thinks the New Railway Will Give the Intercolonial a Chance to Reach the Wheat Fields and the C. N. R. an Outlet to Atlantic Ports.

Ottawa, Aug. 18.—(Special)—Mr. Emerson resumed in the house of commons today the debate on the trans-continental railway. He took up the advantage that would accrue to the province of New Brunswick from the construction of the proposed railway. As a colonization scheme for the promotion of settlement it would be a great success. Along the route in New Brunswick land was rich for agricultural purposes and there was an abundance of forest wealth. The road would promote settlement.

Mr. Emerson read from a speech made by Mr. Pascher de St. Maurice, a prominent Conservative leader in Quebec on the legislature of that province, which showed that the route of the proposed railway was through territory, the opening up of which would be of incalculable benefit to the province and the country. Mr. Emerson said Mr. Pascher was a man whom the Tories and Monks and the Carriages were proud to follow. The construction of this national trans-continental railway would not only keep our young men at home, but would also induce settlement from abroad. It would be a great immigration agency.

Referring to the district through which the road would pass westward from Quebec he touched upon their vast resources. He referred to the pulp industry in the northern region which would lead for centuries. There were mineral and precious metals in the area to be penetrated by the road. In New Brunswick they were complaining that they were now losing a number of Ontario lost. The construction of the national trans-continental railway would so promote settlement and immigration as to create a new order of things. Mr. Emerson then took up Mr. Blair's argument that the road would parallel the Intercolonial, and pointed to several instances where roads were built in similar circumstances without any talk about their paralleling. Mr. Blair had been an influence in the province, and his criticism would therefore have some effect. When Mr.

Blair was making the speech he was upbraided by the Conservatives, unkindly or forgetful of how they have been hounding him for years past. Mr. Emerson said that when men do all speak well of them, and when a liberal left party the Conservatives canonized him. His speech is heard of. Facts are the truth.

The ex-minister tried to appeal to the passions of the people. Mr. Blair said that the shops at Moncton would be closed up, but no such thing would follow, and the city council and the board of trade, except two members, unanimously favored the G. T. P. bill. The population of the city would be doubled by the location of the Grand Trunk Pacific shops there. Before the Intercolonial was extended to Moncton the warehouse was located at Moncton, and going on the same as now. If the road ran to St. John Mr. Blair would support it. He voted for it. In Mr. Emerson's opinion a road to St. John would injure the Intercolonial, while the proposed project would not. If the road would have stopped at Quebec only an insane man would say that any freight would be given to the Intercolonial.

Mr. Emerson said that he was to have had an opportunity of proposing that the Intercolonial should be extended to the west; but while he was an advocate of government ownership, he realized that it had its disadvantages. Some of these he enumerated. He denied that the C. N. R. would be dismantled, and held that it would not lose anything by the construction of the new road. But he assured the house that he was not approaching the question in a provincial, but in a national way. The undertaking was a great national one, and would be in the interests of the people. Mr. Emerson was not through when the house rose at 1 o'clock.

This afternoon Mr. Emerson concluded his speech which he started last night. He spoke of the development of commerce and as business is conducted on a more extensive scale and with lessening margins the railway rates increased. The test of the utility of public ownership and the experience of other countries affords nothing convincing either one way or the other.

Referring to the criticisms of the proposed route, Mr. Emerson said that the survey of Mr. Darcy, which had been quoted to prove that impassable barriers would be met did not refer to the route which is proposed to follow.

The route which Mr. Darcy surveyed crossed the divide between the shores of the St. Lawrence and the valley of the St. John River. The proposed line runs back of the divide following down the valley of the St. John. At some length Mr. Emerson contrasted the length of the various routes which might be adopted for the G. T. P. from Quebec which varied from 300 to 430 miles. The route selected is, he calculated, 200 miles shorter to St. John than by the Intercolonial Railway. The question of route, however, must be determined by the engineers who would make their decision upon technical and practical grounds. It must be borne in mind that whatever the railway cost it would be an expenditure that could be made among the people of Canada.

Referring to the speech of Mr. Blair Mr. Emerson said that it was a very excellent and extravagant view of the subject. As to the bargain with the Grand Trunk, it had not been assailed by any one. All that had been said against the character of the railway and route might be considered by the shareholders of the company when they came to officially approve of the agreement.

Mr. Emerson said that in after years he would look back upon the part he had been permitted to contribute to the cause of the G. T. P. as a crowning achievement in the great life of his right hon. friend, the first minister—(Cheers)—who would, he believed, when contemplating a life that has in the past been crowned by great achievements look upon the construction of this great trans-continental line as the crowning act of a most successful career in the interests of Canada. (Cheers.)

Dr. Sprague, who followed Mr. Emerson, changed the member for Westminster with ingratitude to the ex-minister of railways to whom he owed his position in public life. The doctor made a general attack on the whole system.

Mr. Lemieux, of Gaspé, followed Dr. Sprague, making an eloquent speech in support of the policy of the government.

Mr. Oliver (Alberta) was the last speaker tonight in the debate. He strongly supported a trans-continental railway, one of the reasons being that it gave an outlet to the Intercolonial, the western line of the west, and also an outlet to the Canadian Northern on the Atlantic coast. It also ensured an investment of about \$100,000,000 of British capital.

MME. BLAUVELT SINGS AT OLD ORCHARD, N.E.

Old Orchard, Me., Aug. 15.—The musical festival opened today under most favorable auspices. The concert was given in the open air, in the auditorium where the camp meetings are held, and there are 300 voices in the choir. Tonight Mme. Blauvelt, who recently returned from London, was the soloist. She was enthusiastically received.



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PRESS OPINIONS ON RAILWAY SITUATION.

Montreal Star Says Mr. Blair's Statement Will Make People Proud of the I. C. R.

Charlottetown Guardian Objects to P. E. Island Being Taxed to Open Other Provinces' Barren Lands—Premier Roblin Says the West Has Plenty of Railways.

The Montreal Star says: "The owners"—i. e., the people of Canada—will feel more in concert with their property, the Intercolonial railway, since Mr. Blair has pointed out to them in detail what a fine line it is. Railway traffic is not entirely a matter of distance. It is, in the last analysis, a question of time and money—a question of cheapness of haulage and speed from point to point.

The fact mentioned by Mr. Blair that last year, when the C. P. R. "Short Line" through Maine was closed to the cattle trade by the embargo, it was shown that the I. C. R. could carry twice as many cars in less time than the C. P. R. from Montreal to St. John, demonstrates dramatically the worth of a good road-bed.

Now it is almost certain that the government cannot cut across New Brunswick with an "air line" which will not be so costly to build and so heavily gauged that it cannot compete with the existing standard route. Building railways on the map is a fascinating and a dangerous business. But a range of mountains cannot be entirely ignored, even on a map.

The Intercolonial is a good property. We have been spending money on it for years, and now it is beginning to return its profits on our investment. We might spend some more money on it, and then trust to it as an outlet to sea in winter. It stands now as a perpetual safeguard against the abolition of the bonding privilege for the Americans will see that they cannot wound us vitally at that point. And its officials calculate that it can carry four times the traffic now offered on its single track.

The Charlottetown Guardian (Ind.) says: Two principal objects are stated as reasons for building the new railway to the west. One is to bring the grain of the west more cheaply to the seaboard. Sir William Van Horne shows that any number of railways north of the great lakes will not effect this object. Sir Wilfrid Laurier admits that five-eighths of the grain comes by the water route from the head of the great lakes. The second object stated for building the new road is to carry the manufactures of the east into the Northwest. And yet the projected new line does not touch a single manufacturing city or town of Canada. The road can therefore do no more than the second object than the first.

Another subsidiary object is colonization, the settlement of the country. But it is admitted that the lands north of Lake Huron and Superior and from that on to the Manitoba border are barren lands not fit for settlement. The same is true of the lands through Central New Brunswick, which are admittedly the poorest lands for agricultural purposes in the province. In any case colonization roads, whether in New Brunswick, Quebec or Ontario, are matters of local concern. Let the provinces which own the lands build their own colonization roads. Why should Prince Edward Island be taxed for all time to come to supply larger and wealthier provinces with a railway to open up their barren lands?

As for Manitoba, that province is now well equipped with railways that there are now five separate lines from Winnipeg crossing the western boundary of the province, and that boundary but 300 miles long. The Grand Trunk Pacific will add one more. Who will say that it is needed? And between Winnipeg and the mountains by the C. P. R. Pacific there are only two towns of any size—Battleford, with a population of 513, and Edmonton with 2,636. Both of these now have railway connections with Winnipeg and the east.

Premier Roblin, of Manitoba, in his speech of Wednesday last said that the west could not see any practical use of the proposed Grand Trunk Pacific as the west was amply provided with railroads now, the farmers of Manitoba having on an average not more than five miles to haul their crops to the railroads. He favored, however, the extension of the I. C. R. from Montreal to a point on the Georgian Bay to handle the wheat and produce more effectively than at present.

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SPORTING EVENTS OF A DAY.

THE RING.

Mechanic Pavilion, San Francisco, Cal., Aug. 14.—James J. Jeffries, champion heavyweight of the world, played with Jim Corbett for nine rounds and a half tonight and then Corbett's seconds motioned to Referee Graney to stop the fight in order to save their man from needless punishment. The end came shortly after the beginning of the tenth round, when Jeffries played one of his terrific left swings on Corbett's stomach. The man who conquered John L. Sullivan dropped to the floor in agony and the memorable scene at Carson City when Bob Fitzsimmons landed his solar plexus blow was almost duplicated. This time, however, Corbett struggled to his feet and hardly a moment's hesitation. Jeffries swung his right and again landed on Corbett's stomach. Jim dropped to the floor and then it was that Tommy Ryan, seeing that it was all over, motioned to Referee Graney to stop the punishment. The fight tonight demonstrated beyond all doubt that Jeffries stands alone in his class. He showed remarkable improvement in both speed and skill. Corbett during the first part of the fight was almost outpointed and the few blows that he landed on Jeffries were apparently without stinging. Jeffries was never in better condition. He looked lighter than usual and the way he moved about on his feet and the frequency with which he countered Corbett's leads astonished everybody. Corbett, in comparison with the big man opposed to him, looked very light but was really heavier than ever before. He appeared to have lost some of his old-time speed and skill during the early part of the fight but this may have been due to Jeffries' marvelous improvement.

Corbett's physical condition appeared to be all that he had claimed for it. He stood many of Jeffries' terrific blows without wincing and came back swinging left and right and landing frequently, but his blows hardly stung Jeffries. Jeffries was not only stronger, faster and cleverer than ever before, but he used his head to better purpose than although Corbett hit hard enough to hurt an ordinary man, Jeffries bore right in without noticing the blows and delivered telling hits that materially helped in deciding the result of the fight.

At first Corbett was very cautious and apparently was outpointed by Jeffries but later in the fight he warmed up and showed some of his old-time cleverness. From the first, however, it was generally regarded as a hopeless case for Corbett. He made a gallant fight but he never stood a show to win.

After the fight was over Corbett quickly recovered, walked over to Jeffries and shook him warmly by the hand. He said: "Jim, you beat me fairly. You stand alone. No one can touch you."

Referee Eddie Graney said after the fight that it was a good heavyweight contest.

"Corbett was very clever but Jeffries was almost equally so and showed marvelous improvement. He practically out-boxed Corbett during the fight with the exception of the eighth and ninth rounds. Every blow that he landed told and his superior weight and strength was bound to win in the end."

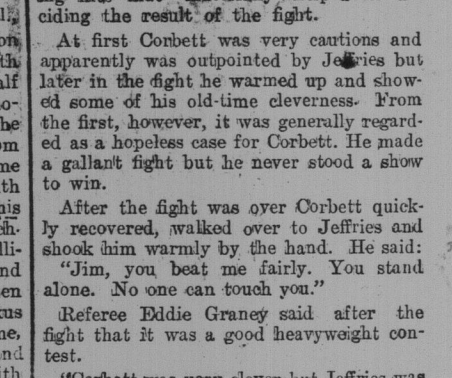
Timekeeper George Harding stated that the blows that won the fight were a left to the stomach followed by a right to the same place as soon as Corbett arose to his feet after taking the count of nine. "It was the best fight Jeffries ever made and astonished even those who had placed implicit faith in his ability to win."

During the fight Corbett talked continuously to Jeffries and to the referee made a number of facetious remarks. He was game to the end and whenever Jeffries landed a blow would make a jesting remark. In the sixth round during a clinch just after Jeffries had punished him severely, he remarked to the referee: "Watch him, Eddie; he's trying to knock me out." He also said: "He can't knock me out; go ahead and try it."

The father—"Have our daughter and that young man made up their minds to get married yet?" The Mother—"I think not. I saw them last night, and they were still in the dark."

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Woman Golf Champion to Be Married. Chicago, Aug. 15.—Announcement was made today of the coming marriage of Miss Jessie Anthony, women's golf champion, to Bernard S. Horne, of Pittsburgh (Pa.). The marriage will take place in November.