

Semi-Weekly Telegraph

ST. JOHN, N. B., MAY 27, 1903.

THE FIRST STEPS.

Representatives of the Board of Trade, the Common Council, and the Trades and Labor Council, forming a committee to discuss harbor improvements, decided yesterday in favor of a harbor trust.

It was evidently the sentiment of the meeting—at which arguments advanced by this newspaper were used extensively—that should the C. P. R. refuse to carry out its agreement with the city, the \$50,000 should be returned to the railway corporation and the city should take possession of the property involved.

It is apparent to all that prompt and energetic action is necessary in providing additional steamer berths and port facilities on the western side of the harbor, if St. John is to profit from the rapidly increasing volume of winter export trade from the Canadian west.

To this end we have suggested two radical changes in the harbor, namely the extension of the breakwater to Partridge Island and the widening of the harbor channel by the deviation of the present harbor line about 600 feet to the westward.

As our readers know, the present channel of the harbor at its entrance only shows today a depth, at low water, of about eighteen feet, so that ocean steamers are unable to cross the bar before half tide.

But the government engineers report that it is impossible to maintain the channel clear of the river all so long as the harbor retains two channels. They say that the river silt carried down into the harbor is naturally deposited at the intersection of the channels forming a bar at the harbor entrance.

Moreover, the flow of the tide into the harbor through the second channel makes an additional sand formation at the mouth of the harbor. The proposition is, therefore, to close the west channel, dredge out the harbor and let the natural sweep of the river through the remaining channel keep it clear of such deposits.

In this we are satisfied the engineers are correct for the experience in other harbors along the North Atlantic coast justifies this conclusion. Moreover, it is pointed out that the extension of the breakwater to Partridge Island will give a much more commodious harbor, as the space between Sand Point and Partridge Island can be utilized for wharves and berths.

The second proposition, namely, to alter the harbor line on the west side, is equally necessary if we intend to make a great shipping port of St. John. Nature has given us a very narrow harbor, and it is of first importance that nothing shall be done to contract its natural width.

On the east side we have a rocky peninsula stretching out to the southward in a rocky neck of land known as the foul ground. There is no chance to widen the channel on this side for the rocky nature of the foul ground makes dredging so expensive as to be prohibitive.

The early founders of the city having no knowledge of the length of modern steamers fondly imagined that a channel of eight hundred or a thousand feet was sufficient for all purposes. Between Sand Point and the Government Pier the channel is 2,000 feet in width and this would narrow down at the Spit Beacon to a thousand feet in width, if the present harbor line is maintained, or if Mr. Osborne's plan of wharves were carried out to a width of about six hundred feet.

It is absolutely necessary, therefore, to change the harbor line on the western side, diverting it to the westward to a point about five hundred feet near the Carleton shore, which is the present location of the Spit Beacon. Fortunately the formation of the Carleton Flats would allow of easy dredging, the flats being really an alluvial deposit which could be readily excavated.

These two improvements are necessary to any comprehensive plan of harbor improvements, and no such objections as have hitherto prevailed should be allowed to prevent such changes being carried into effect. St. John's future is apparently bound up in its opportunity to become the great export and import entrepot on the Canadian Atlantic seaboard, and smaller interests should yield to that end.

THE HARBOR TRUST.

The decision of the Joint Committee of the City Council, Board of Trade and Trades and Labor Council to recommend that the necessary harbor facilities be provided under a scheme of Harbor Trust naturally awakens public curiosity on the distinction between a Harbor Trust and a Commission, and the advantages each plan may have over the other for the control of this port and its facilities.

The Joint Committee have not very clearly defined their views of the Harbor Trust, which they intend shall control this port, beyond limiting its membership to three persons, of whom two shall be appointed by the City Council and the third by the Dominion Government.

In general, a Harbor Trust might be defined as a limited form of Harbor Commission. When we say limited we use the word rather as concerns the make-up and financial responsibilities of the membership. The Harbor Commission of Montreal, for example, is composed of seven members, six of whom are appointed by the Dominion Government. The other five are the Mayor and one commissioner elected by each of the following bodies: the Board of Trade, Corn Exchange, Chamber of Commerce and the Ship Owners, each elected commissioner holding office for four years.

The Commission elects its own president who is allowed a salary of two thousand dollars, while the commissioners are allowed five dollars each for every meeting of the corporation at which they are present.

The powers of the Montreal Harbor Commission authorize the control of the harbor, its wharves and facilities; the establishment of rules for navigation both within the harbor and of the main channels of the river St. Lawrence within the Montreal district; allotment of berths, acquisition of railway and other traffic on the wharves, maintenance of order, and collection of rates and harbor dues. In addition it controls the pilotage questions within the district.

In financial matters, the Montreal Commission has power to borrow money for port facilities and to repay the principal and interest out of the harbor revenues. In this respect it is required to account annually to the Dominion Government.

Under a Harbor Trust it might be possible to avoid imposition of principal or even interest. The revenues of the harbor are not so much expended upon the port. In the case of a national port like St. John, the Dominion Government might be willing to make an appropriation for the proper equipment of wharves, elevators and warehouses, either contingent

lines when are visible to the unsuspecting folk who live in Canada. Collier's Weekly, for example, publishes an article by Mr. J. D. Whelpley, of Ottawa, on "Canada's Challenge to the World," which is inspired by Hon. Mr. Fielding's budget speech. Mr. Whelpley concludes his remarks in the following language:

The great Canadian Northwest is filling up rapidly with a more or less desirable class of emigrants. Farmers from all parts of the world are seeking the wheat lands now being so generously distributed. Although the development of that country is comparatively rapid, it will take some time for the settlement to have an appreciable effect upon the export trade of the world in breadstuffs.

A future is opening for the Dominion, however, which is of great promise and full of strategic possibilities to which the ablest men in Canadian public life are not indifferent. Eastern and western Canada have few ties in common, and are separated by 2,000 miles of almost uninhabitable country. Western Canada is more accessible to the United States, and the possibilities of the future, the movement will start there, though the main time provinces of the Atlantic coast would still oppose and retard the eastern and western Canada together in the great problem of government of Ottawa.

In a recent article which this same Mr. Whelpley wrote for the New York Commercial Advertiser, he spoke of annexation sentiment in Canada as something to be reckoned with. He draws it milder in Collier's but when he says the Maritime Provinces would offer slight opposition we know at once that he is either so ignorant of conditions here and in Canada generally that his views are worthless, or that he wilfully distorts the facts so that he can "sell his story" to the American publishers.

He has the idea recently advanced by the New York Sun that growing diversity of interests will cause Canada to break in two at the Lakes, if the West does not drag the East with it into union with the United States, and he makes the additional statement that were the question raised the Maritime Provinces would make little protest against sinking our national feeling and preventing this half of North America to the Yankees. It is no longer necessary to argue against such statements as these printed over Mr. Whelpley's signature. It may be said however, that while, fifteen years ago, annexation was openly discussed and precisely advocated by at least one newspaper in these provinces, such sentiments do not find their way into print now. This is because they are utterly repugnant to the people and would not be tolerated for a day.

As for the East and the West, the coming railways and the more intimate and constant relations which the new lines will promote will prevent any tendency to look for a divorce. But, even without that safeguard, the sturdy sentiment of the Canadian people will forever prove that such men as the writer whose ideas are "fostered" in Collier's are mere penny liners and false prophets to boot. They are either pitifully ignorant or they write falsely for a trifling price.

A WARNING FOR CANADA.

Now that the tide of immigration is rising rapidly and there is every prospect of a mighty influx of new people during the next decade, Canada should take warning from the fate of the United States and prevent as far as possible the landing on these shores of certain classes of immigrants from certain parts of Europe, notably Sicily and Southern Italy. Rigid regulations will go far towards excluding a class criminal and dangerous at home and which would prove little better here. And yet the regulations need not necessarily exclude any poor settler if he come from a land whose people make good citizens.

The vicious folk of Southern Italy are the first to move and they have flooded to the United States in numbers so large that their presence in the Republic is already a problem, and it grows graver because more than a quarter of a million of these people come annually and the exodus from Italy is still on the increase. All Italians are not to be classed as "undesirable," but it has been found that a great proportion of those who emigrate are properly so described, and that they bring with them customs of private vengeance, disregard of the law of the land, ignorance, vice and such institutions as the Mafia whose recent record in the United States has been so flagrant. The Brooklyn Eagle deals with this class in a timely editorial under the caption "Assassination By Order" and points out clearly the perils of such immigration.

The vicious folk of Southern Italy are the first to move and they have flooded to the United States in numbers so large that their presence in the Republic is already a problem, and it grows graver because more than a quarter of a million of these people come annually and the exodus from Italy is still on the increase. All Italians are not to be classed as "undesirable," but it has been found that a great proportion of those who emigrate are properly so described, and that they bring with them customs of private vengeance, disregard of the law of the land, ignorance, vice and such institutions as the Mafia whose recent record in the United States has been so flagrant.

The vicious folk of Southern Italy are the first to move and they have flooded to the United States in numbers so large that their presence in the Republic is already a problem, and it grows graver because more than a quarter of a million of these people come annually and the exodus from Italy is still on the increase. All Italians are not to be classed as "undesirable," but it has been found that a great proportion of those who emigrate are properly so described, and that they bring with them customs of private vengeance, disregard of the law of the land, ignorance, vice and such institutions as the Mafia whose recent record in the United States has been so flagrant.

The vicious folk of Southern Italy are the first to move and they have flooded to the United States in numbers so large that their presence in the Republic is already a problem, and it grows graver because more than a quarter of a million of these people come annually and the exodus from Italy is still on the increase. All Italians are not to be classed as "undesirable," but it has been found that a great proportion of those who emigrate are properly so described, and that they bring with them customs of private vengeance, disregard of the law of the land, ignorance, vice and such institutions as the Mafia whose recent record in the United States has been so flagrant.

The vicious folk of Southern Italy are the first to move and they have flooded to the United States in numbers so large that their presence in the Republic is already a problem, and it grows graver because more than a quarter of a million of these people come annually and the exodus from Italy is still on the increase. All Italians are not to be classed as "undesirable," but it has been found that a great proportion of those who emigrate are properly so described, and that they bring with them customs of private vengeance, disregard of the law of the land, ignorance, vice and such institutions as the Mafia whose recent record in the United States has been so flagrant.

The vicious folk of Southern Italy are the first to move and they have flooded to the United States in numbers so large that their presence in the Republic is already a problem, and it grows graver because more than a quarter of a million of these people come annually and the exodus from Italy is still on the increase. All Italians are not to be classed as "undesirable," but it has been found that a great proportion of those who emigrate are properly so described, and that they bring with them customs of private vengeance, disregard of the law of the land, ignorance, vice and such institutions as the Mafia whose recent record in the United States has been so flagrant.

The vicious folk of Southern Italy are the first to move and they have flooded to the United States in numbers so large that their presence in the Republic is already a problem, and it grows graver because more than a quarter of a million of these people come annually and the exodus from Italy is still on the increase. All Italians are not to be classed as "undesirable," but it has been found that a great proportion of those who emigrate are properly so described, and that they bring with them customs of private vengeance, disregard of the law of the land, ignorance, vice and such institutions as the Mafia whose recent record in the United States has been so flagrant.

The vicious folk of Southern Italy are the first to move and they have flooded to the United States in numbers so large that their presence in the Republic is already a problem, and it grows graver because more than a quarter of a million of these people come annually and the exodus from Italy is still on the increase. All Italians are not to be classed as "undesirable," but it has been found that a great proportion of those who emigrate are properly so described, and that they bring with them customs of private vengeance, disregard of the law of the land, ignorance, vice and such institutions as the Mafia whose recent record in the United States has been so flagrant.

The vicious folk of Southern Italy are the first to move and they have flooded to the United States in numbers so large that their presence in the Republic is already a problem, and it grows graver because more than a quarter of a million of these people come annually and the exodus from Italy is still on the increase. All Italians are not to be classed as "undesirable," but it has been found that a great proportion of those who emigrate are properly so described, and that they bring with them customs of private vengeance, disregard of the law of the land, ignorance, vice and such institutions as the Mafia whose recent record in the United States has been so flagrant.

The vicious folk of Southern Italy are the first to move and they have flooded to the United States in numbers so large that their presence in the Republic is already a problem, and it grows graver because more than a quarter of a million of these people come annually and the exodus from Italy is still on the increase. All Italians are not to be classed as "undesirable," but it has been found that a great proportion of those who emigrate are properly so described, and that they bring with them customs of private vengeance, disregard of the law of the land, ignorance, vice and such institutions as the Mafia whose recent record in the United States has been so flagrant.

York, are also traceable to the fact that the stream of immigration from some quarters of Europe has not been properly filtered. It is for Canada to profit by example while there is yet time.

THE WINDSOR JUNCTION FATALITY.

The full report of the commissioners appointed to investigate the collision at Windsor Junction is now at hand, and an examination of it proves that it fully justifies the opinion expressed by this newspaper when it was announced that the department had dismissed the engineer and conductor of the offending train, and the man whose duty it was to call the train crew for duty. Messrs. G. G. Ruel and J. E. Duval, the commissioners, report to the Minister of Railways that all the usual precautions regarding railroad equipment, signalling devices and operation rules, were observed to the letter. In so far as human intelligence could safeguard the passengers in advance, the rules were observed absolutely, and the rules were adequate.

The orders necessary to prevent collisions were delivered, received, and understood. The trouble, and all the trouble, was due to the fact that these plain and explicit orders were disregarded. And why were they disregarded? The commissioners explain in an uncertain language. Forward of the train was a man who called the crew for duty, did not report. Three men were in the engine at the time of the collision, according to the commissioners: Copeland, the driver, who had been drinking while on duty and who, they believe, was asleep at the time of the accident; Fireman Hill, who had neglected the provided opportunity for rest and who was also asleep; and Brakeman Thorpe, who was asleep and incapable of maintaining a proper watch during the time which was of importance. The commissioners discard as too improbable for belief Driver Copeland's story that he was injured and rendered unconscious while attempting to repair the whistle cord just before the collision.

And the commissioners add: We recommend that copies of the evidence be introduced to the authorized hearing of the original investigation at Halifax, and that every assistance be given to the original prosecution of Driver Copeland.

The report is frank and business-like and covers the case fairly. Its recommendations should be carried out. It strikes at a very limited but a very dangerous class of railroad employees common to all systems, and the effect of following out the suggestions made could not but be salutary.

Premier and Secretary. The Ottawa Citizen wants to know if Premier Balfour will deal with Mr. Chamberlain as Premier Laurier dealt with Mr. Tarte. We shall see. It is safe betting that he will not. Premier Balfour is not going to part with his strongest man—Halifax Herald.

It is not yet clear that Mr. Balfour and Mr. Chamberlain are not in agreement. If it should appear that the Colonial Secretary has taken a course like Mr. Tarte's, the Premier is constitutional enough to deal with even as big a man as Mr. Chamberlain.

The defection of the Colonial Secretary, of course, would be a much more serious matter for the Balfour government than the defection of the Premier for the Laurier administration.

Mr. Balfour is cautious but not weak. As some one remarked the other day, it is not to be forgotten that he is the nephew of Lord Salisbury who parted with Lord Randolph Churchill without the slightest hesitation.

NOTE AND COMMENT. The Bear shows a tendency to crowd good nature.

Montreal doesn't love the union as it used to, and it's the union's fault.

The cable tells us that Mr. Chamberlain is in perfect agreement with Premier Balfour, and that the policy hinted at in his speech was wholly tentative.

Please regard as something told in confidence anything the Man who West Fashings yesterday says about his experience. The Victoria Day fisherman must have some latitude.

It has not yet been made clear just how one new ferry steamer only twelve feet longer than the Western Extension can satisfactorily solve the ferry problem.

There is action afloat in regard to harbor matters. It is to be hoped the men who are moving in the matter will keep up the business-like gait they struck yesterday.

Montreal is again struggling with violence growing out of a strike. Troops may be necessary once more. Disorder hurts the cause of union labor immensely. In this country the law comes first.

That fine organization, the Royal Kennebecus Yacht Club, has its opening cruise today. An interesting illustrated article concerning the club appears on another page.

Hon. Mr. Fielding is going to England this summer. He and Hon. Mr. Chamberlain should have much to say to each other. The Colonial Secretary knows the Finance Minister much better than he did before the Canadian Budget speech.

The Moncton Transcript celebrated its twenty-fifth birthday on Saturday.

Clothing for Men, Youths and Boys.

After all OAK HALL is the one great clothing store of St. John. Hundreds of men regard this as Clothing Headquarters—as the thoroughly dependable, all-the-year-round store, where they always pay out their money on this condition: They get it back if the purchase is not entirely satisfactory. We protect you thus—and protect ourselves by selling only dependable garments. We know what we're selling—we know it's right.

Men's Clothing.

Let's us look at the case fairly. You are a normally shaped man. Suppose you wrote for a suit—You'd only need to give a few measurements; let's know whether you are very young or middle-aged, that we might know how your inches were built up—and the suit we'd send you would fit as well as the tailor's suit at first trying-on. Better, in all probability.

Now if you come for the clothes it's better still, for we can do such altering as the tailor would have to do. In short, we can give you really tailored clothes ready-made. For the convenience of you who can't come, we have prepared a Sample Book containing sample of Popular Fabrics for the season, and will gladly mail it along with instructions for taking measurements at your request.

GREATER OAK HALL, KING STREET, COOR. GERMAIN, ST. JOHN. SCOVIL BROS. & CO.

Advertisement for Dr. A. M. Macdonald's Electric Co. featuring a portrait of a man and the word 'FREE' in large letters. Text describes the benefits of the electric treatment for various ailments.

Magistrate Stuart was engaged in the matter of the King vs. A. J. Bridges of St. John, piano agent, on the information of St. Charles Peck of Albert, who claims that the said Bridges had induced him under false pretences to subscribe his name to a promissory note. Mr. B. Dickson appears for the prosecution and I. P. D. Tilley, of St. John, for the defence. The case continues until Thursday of this week, I. C. Prescott and Dr. J. C. Jarvis appearing furnished bail in the amount of \$200 for the accused.

GAMEY VERDICT EARLY IN JUNE.

The Royal Commission Closed Its Court Saturday. Toronto, May 23.—(Special)—After twenty-seven days of taking of evidence and three days devoted to argument by counsel, the sitting of the royal commission on the Gamey charges was brought to a close this afternoon. Mr. Johnston continued his address for two hours and a few days at his home here.

A ST. JOHN PIANO AGENT IN TROUBLE.

A. J. Bridges Held to Bail Charged With Getting a Note Under False Pretenses. Riverside, Albert Co., May 24.—Mrs. Robt. Seely, of Petticoat, is visiting her brother, W. W. P. Starratt, postal clerk, is spending a few days at his home here.

Empire Day at Centreville.

Centreville, May 23.—Empire Day was beautifully kept by the children of the schools in this town. Through the energy of the teachers—Misses Field and Elliott—a new flag pole had been procured, and today the flag was first raised with due ceremony. The children had prepared quite an extensive programme of songs and drills and recitations, some of which had to be omitted because of the mass which thronged the school room, and several public speakers were present by invitation and addressed the children, teachers and parents. In the morning of the same day a flag was raised by the Greg Settlement district.