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JOHN RUSSELL, JR., Mgr.
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ST. JOHN, N. B., SEPTEMBER 7, 1907

THE DAILY TELEGRAPH
THE SEMI-WEEKLY TELEGRAPH
THE EVENING TIMES
New Brunswick's Independent
Newspapers.
These newspapers advocate:
British connection
Honesty in public life
Measures for the material
progress and moral advance-
ment of our great Dominion
No graft!
No deals!
"The Thistle, Shamrock, Rose and
The Maple Leaf forever."

THE GOADING CONSCIENCE
The preacher above all men feels him-
self his brother's keeper. Upon some
preachers the thought seems to come
that he is a good heart, that a clergyman
of another church has been guilty of
shameful conduct. There are evil stories
about. The accused man is absent, said
to be a fugitive. To give these stories
the authority of public utterance will
increase the scandal, perhaps, but exposure
may be regarded by the sensitive preacher
as a necessary part of the punishment of
the wrongdoer; and from his pulpit he
brands the accused and condemns those
who have failed to expose him. If this
be a preacher's duty—and he must be-
lieve it is—it can readily be seen that it
is an awkward one; but that none the less
it must be followed out to its logical con-
clusion. No doubt the preacher who
takes this course would have followed it
quite as quickly and as resolutely had
the sinner been a clergyman of his own
denomination; no doubt the goading con-
science would have worked in the same
fashion had the evil been discovered in
the preacher's own church.

No doubt the insistent desire for pub-
licity was absolutely divorced from the
knowledge that the scandal to be aired
would not affect the sect to which the
preacher belongs and to which he
addresses himself. Yet the cry for justice,
if one is to follow where it leads,
is a long and a weary one, and leads,
in the end, to a point where the
preacher and his hearers are both
suffering and are shamed by the not just
and not a grim business. Be-
fore one trends that road it may be
thought that he should reckon all the
consequences, consider the innocent who
sometimes are struck across the shoulders
of the guilty or the suspected, and speak
not at all until publicity is to include
names, and proofs, and acceptance of full
moral and legal responsibility. If the pul-
pit is to be the source of moral thunder-
bolts it must not be the home of insinua-
tions.

THE DOCTOR IN THE SCHOOL
All who think about the public schools
should give attention to the facts and
figures advanced in support of the con-
tention that the country should pay for
medical inspection of the pupils, that
there is quite as much need for the doc-
tor as there is for the teacher. The su-
perintendent of schools in New York city
has said:

"It seems folly to supply books to chil-
dren who cannot read them, or to place
children in classrooms where they cannot
see what is written or drawn on the
blackboard. If the sight is defective, the
child is hopelessly handicapped. The ex-
penditure of a few thousand dollars for
glasses would enable thousands of chil-
dren who are now unable to do their
school work to stand on the same level
with their fellows."

The New York Evening Post places in
evidence a few facts and figures. In New
York, in 1906, some 78,401 children were
examined. Among them were 29,177 cases
of enlarged adenoids; 1,096 cases of
cardiac disease; 17,928 of defective vis-

ion; 30,597 of neglected teeth; 18,306 of
hypertrophied tonsils. The total number
found to require medical treatment was
56,229, or about 72 per cent of those ex-
amined. Moreover, the great majority of
these children who suffered from physical
"disability" were backward in studies—from
one to five years behind the grade in
which their age would naturally place
them. The statistics for New York, the
Post says, cannot be very far different
from those for Boston, Philadelphia and
Chicago.

Arguing from the admitted facts the
Post says:

Evidently this is a serious business for
education. We are fully committed to
generous maintenance of public schools.
The general diffusion of intelligence is
one of the chief aims of the public school.
As a logical extension of principle of pub-
lic education, many cities and towns now
furnish text books free. To conserve the
physical welfare of the children is not so
in the same direction, but not a longer
one. Physical defects, the experts assure
us, are the real troubles in most cases
which we inaccurately call stupidity, in-
attention, indifference to study, ill-tem-
per, sullenness, malicious disobedience,
and truancy. What the child who fails
to keep up, who drops out, and takes to
the streets and to crime—what he often
needs is not extra tasks by way of pun-
ishment, the birch, or the discipline of a
reformatory, but glasses to correct astig-
matism, the removal of adenoids, or the
services of a dentist. That he may obtain
such medical attendance, it is neither
necessary nor desirable to incur the heavy
expense of enlarging our hospitals and
dispensaries and increasing their staffs.
Children are allowed to suffer not so
much because medical treatment is costly
as because parents are ignorant. We
are persuaded that, if every school sys-
tem had its physicians to report cases
needing attention, much would be done
by private initiative to relieve the suffer-
ers from eye-train and from disorders of
the digestive tract and of the respiratory
organs, much to improve the discipline
of our schools and increase their general
efficiency, much to accomplish the true
ends of public education—training our
youth to become intelligent and useful
members of the commonwealth.

THE INTERCOLONIAL
The Toronto Globe, the chief Liberal
organ, expresses the belief that whatever
cabinet changes may be made hereafter,
Mr. Graham will remain Minister of Rail-
ways, at least during the life of the pres-
ent administration. It has its own theory
as to why Mr. Graham did not Mr. Pugs-
ley was chosen for this portfolio:

"Mr. Graham is old enough to remember
that the chief government railway was
built as an interprovincial necessity. It
was so indispensable a condition of the
confederation of the provinces forty years
ago that Mr. George Brown publicly avo-
wed his willingness to build 'six interprovin-
cial railways' rather than have the scheme
of federal union fail. It did not follow,
however, that the Intercolonial Railway
should be used as a political machine, and
perhaps it was with a special design to
guard against its conversion to any such
purpose that Sir Wilfrid Laurier has given
the portfolio to a man from one of the more
westerly provinces. The experiment of
having a Minister of Railways who is an
active and an approach has been made
toward the complete commercialization of
the system. It will involve on Mr.
Graham to continue the improvement, and
the Mr. Graham's opportunity, and he
out of politics. This can best be done by
putting the management in the hands of
some official of tried capacity, proved in-
tegrity, and great force of character, with
a view to holding him individually re-
sponsible for its success or failure. Admin-
istration by a Board of Commissioners
of the Intercolonial Railway, or by the
members of it themselves might be
partly politicians. A responsible minister
at the head of the department and a re-
sponsible member of the cabinet, and the
Intercolonial might yet be the means of
justifying the construction of that line
for other than high reasons of state. This
is Mr. Graham's opportunity, and he
rest assured that in assuming his portfolio
he does so with a widespread and sincere
desire on the part of the general public
that he will make his administration a
signal success."

If the Globe were published in the Mar-
time Provinces it would not say, or think,
that the I. C. R. had been diverted, to any
appreciable extent, from politics of late
years. The people here are friendly to-
ward the line; they desire that it shall be
retained as a public asset; but they do
not take a great deal of stock in the ex-
hibition of a surplus now and then, having
learned not a little of capital ex-
penditure and knowing how that money counts
over to more dizzy heights. It is possible that
a minister might ignore politics to a great
extent in administering the Intercolonial
—particularly in the interval between gen-
eral elections—but that a minister will do
so is extremely improbable. Mr. Graham
will be no more blind to the bids of ex-
pediency and to the pressure of party than
another.

The way to take the Intercolonial out
of politics, and to keep it out, is to place
it under the control of a non-partisan
commission designed to operate it as a
business proposition. It was right to ex-
tend the government road to Montreal. It
would be logical and wise to extend it to
Georgetown Bay and give it access to the
freight there awaiting it. "In these days
of big enterprises," says the Toronto Star
(Lib.), "a government railway from Mon-
treal to the Georgian Bay would not be
a formidable undertaking. It would run
through a good country, and would pick
up plenty of traffic. In fact, under careful
management the Ontario portion of the
Intercolonial would pay for its own start."

It is estimated that the extension could
be made for \$20,000,000. But if this is
to be done it should be done for the

purpose of making the government line a
more valuable public asset, and not for the
purpose of increasing the patronage at the
disposal of the government. A non-parti-
san commission is the step demanded by
the public interest.

WHERE THE PEOPLE PROFIT
Some of the journals which objected to
Mr. Borden's proposal to investigate the
telephone and telegraph business with a
view to nationalizing both services have
made the mistake of attempting to prove
that public ownership of these public
utilities has been a failure wherever at-
tempted. The Montreal Gazette (Con.)
was quick to oppose this plank in the
Borden platform, asserting that the gov-
ernment had no business to consider in-
terference with agencies which private
capital is handling satisfactorily. No doubt
private capital—for which the Gazette
speaks—is well satisfied. But what of the
public? "In the Borden platform," said the
Gazette, "where the telegraph service has
been part of the national administration
since 1868, the income falls short of the
expenditure by some \$4,000,000 a year.
That is not the record of a 'successful
national business,' at least to people whose
brain convulsions are unaffected by the
public ownership bug."

To this the Ottawa Journal (Ind.) makes
answer in an effective article containing
information going far to show that Mr.
Borden was quite correct in assuming that
public operation of telegraphs and tele-
phones is a question worthy of close and
immediate attention. The Journal points
out, in the first place, that the British
government telegraph service shows an an-
nual deficit which for some years has
varied from \$4,000,000 down. The Journal
explains, however, that the price of tele-
grams to the public in Britain is one-half
what it is in Canada. If the British
government charged the same price for
private messages which has to be paid in
the Dominion, the British telegraph ser-
vice would (with the same number of mes-
sages as now) show a profit of fifteen
million dollars. The Journal's estimate of
what is a national success includes na-
tional cheap service.

In the second place, says the Journal,
the rate for newspaper telegraph service
in England is the cheapest in the world.
It is 60 to 70 per cent lower than the
cheapest press rate in Canada or the
United States. In a single year, the most
recent of which we have the figures, 835,
000,000 words were sent by wire in press
despatches in Great Britain, which con-
tributed to the Imperial exchequer only
£214,000 or roughly \$700,000—little over
eight cents a hundred words. In Canada
the ordinary rate is twenty-five cents a
hundred, and sometimes it is a dollar a
hundred. If Canadian press telegraph
rates were applied in England, the deficit
there would be wiped out by that alone,
leaving private messages there still at half
the price Canadians pay. The British gov-
ernment and people, however, seem satis-
fied to have newspaper information fur-
nished almost free. The educational value
of the press is doubtless the excuse.

In conclusion the Journal says:
"The Imperial telegraph service ex-
penditure includes many doubtful charges
which in Canada are not paid by the pri-
vate telegraph companies. For instance,
the British service delivers messages free
(of messenger charge) three miles out in
the country. Next, there is free trans-
mission to all railway companies of their
telegrams. The loss to revenue from these
concessions is estimated by the Imperial Post
Office Department at over \$2,000,000. This,
of course, while a loss to the revenue, is
a gain to public ends.
"Cheap service to the people, cheap ser-
vice to the newspapers, free service to the
railways—such are some points of the
British system."

"From these considerations we submit
with emphasis that the British telegraph
service is 'a successful national business.'"

THE HARBOR.
There should be little difficulty in keep-
ing politics out of harbor matters. The
present is a favorable time to secure
united action by the city and the govern-
ment in the furtherance of harbor im-
provements, and it may be that solid progress,
at a better rate of speed than we have
been accustomed to, is now in sight. If
there is to be a commission the Common
Council would have to appoint the com-
missioners, and we shall hope there are
enough public spirited aldermen to carry
the plan along on broad grounds. The
first step necessary is to take the business
of harbor improvements out of the hands
of the board of works. A special com-
mittee on West Side matters should have
been appointed long ago and given control
of the work of harbor development. The
Mayor made a move in that direction but
the Council did not second his efforts.
The result of aldermanic control of wharf
matters through an unsatisfactory board
should satisfy the Council that the pres-
ent chance to make a change is too good
to be neglected. One suggestion is that
the commission should include an engineer,
a member of the Council, and a member
of the Board of Trade. At all events the
harbor must be divorced from ward poli-
tics.

The summer has gone and the time has
come to divide the available berths
among the steamship companies. The
city has but one berth more than last
year, notwithstanding the heavy promises
made last spring. Even the berths avail-
able have apparently been allowed to fall
up to some extent with mud, and it is not
unlikely that there will be delay and diffi-
culty in cleaning them up before the St.
Lawrence is closed to navigation. If this
cleaning up process is necessary the alder-
men should have known it before the
present day. They have neglected to
select a director of public works, and such
direction as there has been has come from
unauthorized sources. The opening of the
Winter Port season usually brings a lot
of complaint from the transportation com-
panies and the shippers, and evidently
this year is to prove no exception.

THE UNDESIRABLE

Canada should not neglect the lesson
afforded by American experience with im-
migrants from Southern and Eastern
Europe and Asia Minor. The United
States did not soon enough begin the
work of restricting immigration and shut-
ting out undesirable foreigners. The result
is a number of serious problems due to the
vicious and degenerate character of the
aliens already admitted, many of whom
live in "colonies" in the slum districts of
great cities and increase in startling fash-
ion the crime and misery of the Republic.
Mr. Frank P. Sargent, American com-
missioner-general of immigration, in dis-
cussing the new immigration law, makes
several points of immediate interest to
Canada—provided this country is anxious
to learn from the experience of its neigh-
bor. He points out that "the influx of
aliens into the United States amounts
to about 100,000 a month the year round.
Of this great mass, Germans com-
prise less than eight per cent, and
English, Scotch and Irish are less than
ten per cent. More than two-thirds come
from Southern and Eastern Europe and
from Asia Minor. Physically, as well as
in other respects, they are greatly inferior
to the immigrants of a few years ago, when
the rush came from the northern part of
the European continent. Physique is to be
measured by the new law. He who is
under-sized, poorly developed, with feeble
heart action, not only unlikely to become
a useful citizen, but liable to transmit his
feebleness to his offspring, is to be debar-
red."

A Canadian reviewer suggests that the
interest of Canada in this lies in the fact
that should this type of immigration find
his access to the United States forbidden,
he is apt to accept Canada as the next
best thing. Canada need not fear that she
will lack immigrants of a desirable type.
She can afford resolutely to close the
door against the unfit.

MR. SIFTON AND THE CABINET
The Manitoba Free Press, which speaks
for Mr. Sifton, confirms the story that he
was asked to enter the cabinet. From
Mr. Sifton's point of view it may be in-
ferred that Mr. Sifton's refusal is thought in the West to
be a blow to the government. The
Free Press says in part:

"During the time of cabinet-making at
Ottawa, earlier in the week, the Toronto
News published a despatch from its Ot-
tawa correspondent, which dealt with the
question accurately and comprehensively.
We quote a portion of it for the particu-
lar enlightenment of our Winnipeg con-
temporaries, whose insane dislike of Mr. Sifton
enters into the publication of untrue
despatches from the capital. The great
question of the moment here," said the
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