

THE SEMI-WEEKLY TELEGRAPH
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St. John, N. B.
Subscriptions to this paper when they call.

Semi-Weekly Telegraph
ST. JOHN, N. B., SEPTEMBER 3, 1902.
WHY THEY DON'T GO TO SCHOOL.
In regard to the non-attendance of children of desirable age at the public schools of this city, investigation by The Telegraph reveals a feature of the situation which is undoubtedly an important one. It appears that many children do not go to school because they think they have not nice enough clothes to go in and say that if they did go they would be only held up to scorn or ostracized by the children of the well-to-do who are better dressed. The saddest feature of this condition is that its truth is admitted by many of the children of the better class and practically all by some of the teachers who would not like to mix children of all social conditions in their classes.

The absolute wrong of permitting the growth of such a sentiment ought to appeal to the public without argument. It reflects an unhealthy mental tone both among the parents of the poor and the parents of the better class. If the parents of the poor were imbued with a more healthy democratic sentiment, they would insist upon their rights for the education of their children, maintaining the truth and dignity of the old proverb that "poverty is no disgrace" although it is liable to be inconvenient. And as a result their boys and girls at school would be liable to acquire such a reputation for being bright and able pupils, as would command the respect and esteem of everyone. Few men of today who have been educated in public schools will fail to remember at least some one or two poor boys in their classes, ragged, hard-fisted and hard-headed, but born with a determination to win, which the spur of necessity goaded them to ever maintain and which resulted in their gaining countless prizes, not only at school, but all through life.

On the other hand the parents of the well-to-do should see to it that all such sickly sentimentality as their boys and girls consider themselves too good to associate in school with the poorer children, should be promptly and rigorously knocked out of them. They should recognize that the city and the public welfare depend on the school attendance and the best possible education of all the children of the city, and that anything which tends to interfere with that aim is contrary to the public good. If the proper sentiment prevailed in this matter it is entirely possible that there would be no need for a compulsory education law, for all children, irrespective of their social rank, would be encouraged to go to school and if any were occasionally absent the others would enquire the reason why and remedy the cause. But as such a sentiment unfortunately does not seem to prevail among us, a compulsory education law would undoubtedly be the best remedy for conditions. Make all the children go to school and let them fight out their social prestige matters among themselves. The ones who are not blessed with the best tailor-made clothes may be safely trusted to hold their own in maintaining their rights, once they are assured of fair treatment.

OUR NATION BUILDING.
It is possible that the people of the United States are now realizing the future probabilities of Canada even better than Canadians themselves, because they have become familiar with the process of national development in the country immediately adjoining ours and see the possibilities of ours. But it is entirely improbable that the people in authority among European nations yet realize the future of Canada, although their common people are more and more learning of it in the same fashion that the common people of Europe did concerning the United States a generation ago, as a land of promise. It is safe to say that the people of England do not yet fully realize the growing importance of Canada.

Let us see what we have in the way of and for settlement. Excluding the original provinces of confederation and British Columbia and P. E. Island, the land area of the western provinces and territories is rather more than two million square miles. This area is greater than that of all the thirty-one western states and territories of the American union if we except only Alaska, Arizona and New Mexico. And much of our land is incomparably better for agricultural purposes than is that in the United States. To be specific, it would require the combined area of the following states and territories to equal that of our Canadian west lying between the boundaries of Ontario and Quebec on the east and British Columbia and Alaska on the west: Alabama, Arkansas, California, Colorado, Florida, Illinois, Indiana, Iowa, Idaho, Kansas, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, North and South Dakota, Ohio, Oregon, Utah, Wisconsin, Washington, Wyoming, Indian Territory and Oklahoma. How many Canadians realize the extent of this their available territory for nation building?

The states and territories enumerated contain today a population of more than thirty-eight millions of people and are not half filled up. But twenty years ago the population of these states and territories was only twenty-three millions of people—a growth of fifteen millions in twenty years. In the same time the three states of New York, New Jersey and Pennsylvania, corresponding perhaps to our older western provinces, gained five millions of people. If therefore the present boom of Canada should take the same force of immigration as has been the case in the United States, we see the possibility of winning in twenty years twenty millions of people; but even if it takes a longer period to acquire that population the possibility remains and also the demonstrated destiny of Canada being able to support a nation of forty to fifty millions of people just as quickly as they can come to settle.

There is no particular news in these figures. They have no doubt been fully pondered by contemplative people many times. But it is their magnificent import which we are too apt to forget. And there is another very important point in regard to Canadian development which should and no doubt does strongly appeal to the imperial authorities, which is that as a field for immigration Canada is competing with the United States, building up a nation under the old flag and a part of the empire, as compared with a nation under a foreign flag. To do this Canada is attracting from all the nations of the world immigrants who will become British just as ably as those who have gone to the United States have become citizens of the republic. This is a very important feature—of which we are too apt to lose sight—in the new Canadian nation.

THE EXHIBITION.
Exhibition week shows not only the things in the exhibition grounds, but St. John generally to visitors. It is therefore the part of wisdom to so conduct ourselves and our city that they who come here but seldom may obtain some useful lessons for their benefit and emulation during their stay. It is entirely possible that the city fathers might have done more with this end in view than they have done and it is possible that the various churches and social and fraternal orders are not taking full advantage of their opportunity to entertain the strangers within our gates to the best advantage. If there is still opportunity to remedy any defects in this line, no time should be lost in getting about it.

The speeches of His Honor the Lieutenant-Governor and other eminent gentlemen at the opening of the exhibition on Saturday evening, which are reported in our columns today, contain much that is worth reading and noting in regard to the progress of the country, the status of affairs represented by the present exhibition, and the outlook for the future. The remarks of His Honor in regard to the desirability of greater cultivation of grain in New Brunswick were particularly appropriate. The discussion of the fast line by the Hon. Attorney-General and the leader of the opposition in the local house, brought out some interesting phases of the situation as affecting New Brunswick, and the expressions of Hon. H. A. McKewen, denying the alleged sympathy of our people in this matter, but rather attributing to them a satisfied calm that justice would be done the merits of St. John by the thoroughly trustworthy representatives elected, were points the exposition of which cannot fail to win for their exponent applause for his sound judgment. Mr. McKewen's further remarks in regard to the necessity for individual effort in order to attain collective success were eminently practical in connection with the exhibition which by the entries of individual specimens of production shows collectively what the province as a whole can accomplish.

Undoubtedly a great many criticisms must be made of the exhibition, but these would reflect more largely upon the people of the city and province than upon the

committees in charge. The management of such an affair cannot take the people by force and compel them to send in exhibits. Consequently the absence of exhibits in many lines represents merely either the lack of effort or the mistaken policy in declining to exhibit, of those who have had it in their power to make this fair far more generally representative of St. John and of New Brunswick than it really is. It is a pity that there should be such neglect, and it is to be hoped that in this line even the deficiencies may be educative for better results upon a future occasion. There is another aspect of the matter also which must temper criticism, which is, that instead of being an ideal representation of provincial products regardless of cost, the management have been obliged, from a limited revenue, to endeavor to make the affair as far as possible self-sustaining. If it receives such popular patronage as enables better work next time, it will be good, but in view of the fact that it is conducted upon purely volunteer and democratic lines, its success or otherwise, both in the contributions of exhibits and the patronage, must depend upon the people themselves.

LABOR CONQUERS.
The annual day of celebration by the devotees of labor, recently inaugurated among the people of this country, is a day that possibly many who participate in its meaning. Whether or not it was originally designed to be more than a day of triumph for the progress and dignity of labor, it very well may be taken to imply a celebration of the strongest element that is making our country great. If it were in the days of the ancients who used to have a god for everything, the day would have been undoubtedly celebrated by special presentations and laudations of the God of Labor—and this view of the matter may very properly be taken now by Christians who worship Him who began all things by making them and has said "Six days shall I labor."

Never in the world's history, however, has there been a greater exhibition of the results to be accomplished by labor, and with the world at peace today and people begrudging the time spent in necessary warfare, as detracting from honest toil, the standard of the laborer is higher than ever in the history of the world. And in the realm of honest toil not only must we reckon the men of muscle and sinew, the workers in science, in art, in literature, in instruction, in justice and in statesmanship—in what are called the professions as well as in the trades, must be just as indefatigable and untiring if they act well their parts and do their duties toward winning success for themselves and benefit for the nation.

People are too apt to limit the word to "labor conquers all things," but the words of the philosopher, were: "Labor omnia vincit improbus." Stubborn labor conquers all things. Tasks that at first seem impossible of achievement and problems impossible of solution yield to that famous magician's wand of stubborn labor. New Brunswick as it stands today in contrast with its primeval condition of 400 years ago represents labor. The railroads, the shipping, the field, the implements, the fuel, the shop, the home, are labor. In the very broadest and widest sense of the word, therefore, the people can afford to pause one day a year and contemplate the progress that their labor has effected.

HOW THE NORTHWEST WAS ANNEXED.
In view of the fact that many conservative newspapers are, in the present light of the development of the Canadian west, claiming all the credit to their party for its annexation and railroad connection, it is of interest and profit to recall some history and show that it was rather the Liberals who originally set forth the advantage of prairie settlement and the great benefit which would accrue to Canada from the possession of the vast area west of Ontario and the encouragement of immigration to develop it. When the Liberals made these representations they were laughed at and ridiculed by the Tories and it was merely a coincidence that a Conservative government happened to be in power in Canada when, at the suggestion of Mr. Gladstone and other British statesmen, the annexation was accomplished.

The Toronto Globe calls attention to the fact that as long ago as 1832 the Hon. George Brown began an agitation in favor of this very matter and that the Globe published a series of letters dealing with the west and editorially advocated its annexation, including this measure in a list of proposed reforms which it published from day to day. The Tory contemporaries of the Globe at that time ridiculed the idea, derided the western climate and did all that was possible to prejudice the popular mind against it as an inhospitable region, fertile only in snow and ice. Previous to this, however, in 1847, the Hon. R. B. Sullivan, an early Canadian statesman of noted eminence, wrote and lectured extensively in proclaiming the beauties and wealth of our Northwest as they are beginning to be known and appreciated today. In December, 1856, the Board of Trade of Toronto passed a resolution advocating the abolition of the Hudson Bay monopoly with a view to the opening up of the territory, and in January, 1857, a convention of Reformers at Toronto adopted this resolution:

"That the country known as the Hudson Bay Territory ought no longer to be cut off from civilization, and that it is the duty of the Legislature and the Executive of Canada to open negotiations with the Imperial government for the incorporation of the said territory as a Canadian soil."

It was in consequence with this resolution that action was taken in England and after a select committee had enquired into the matter, notification was sent to the Canadian government. At that time it was remarked by Mr. Gladstone and the sentiment was heartily endorsed by the Toronto Globe and other Liberal papers of Canada—that "it appeared to him to be an allegation and renunciation by England of a great part of her duty and of her advantages, when she consented to lock against the energy of her children a vast country like this." Of course in the meantime it had been the lack of eagerness on the part of the Hudson's Bay Company to encourage a settlement which would have interfered with its vast privileges, that prevented the great value of the country from being better advertised; but enough has been stated to show that it was largely due to the enterprise and foresight of Liberal statesmen that the acquisition of the territory by Canada was eventually accomplished.

As for the alleged opposition of the Liberals to the construction of the Canadian Pacific Railway, it is well known that their opposition was not to the principle of the railway, but to the creation of another such great monopoly that which they had consistently sought to break down in the Hudson's Bay Company. All this is not only interesting but valuable history which in view of present events it is well to bear in mind.

THE BUSINESS IN THE SHOW.
The many points of business value that are to be picked up by the alert man who attends a provincial exhibition such as that now in progress in this city are made apparent to any one who chooses to watch the progress through the buildings and grounds of a man who is ever ready to learn something. He takes it that the object of a fair is not merely to get together a collection of agricultural products in order that the producers may compare their excellence and the effects of varieties of soil and cultivation and improvements over last year and the reasons therefor. That may have been the primary object of provincial exhibitions and it still is a very excellent and important one. The opportunity of entertainment and amusement is likewise a most interesting and attractive feature. But the business man is apt to look at it more from a financial and educational point of view. He inquires in regard to what he sees with the object of ascertaining whether it would pay him to handle anything in that line. He notes the prices and the qualities and the probable adaptation of the various articles to the requirements of the people at his own place of business. He likewise feels the way to possible sales among the people elsewhere of articles and products familiar to him, but of which they may be comparatively ignorant or unappreciated. He even notes the style of conversation among the people he meets from other sections and forms his own estimates of the best way to do business with them, or whether business relations may be desirable. It is this business element that has made the county fairs throughout the United States and the great international exhibitions and all such shows result in specific value to the field, the implements, the fuel, the shop, the home, are labor. In the very broadest and widest sense of the word, therefore, the people can afford to pause one day a year and contemplate the progress that their labor has effected.

RAILWAY PROSPERITY.
Perhaps nothing better illustrated the difference between civilization and uncivilization than the remark of a gentleman who after an extensive journey by caravan and river boat, took ship across the ocean and suddenly found himself in New York. Asked what impressed him most deeply during his first experiences of modern life, he replied: "The houses on wheels upon rails." Remembering this important aspect of the railroad, it is easy to recognize why, as a barometer of financial conditions, the railroads should be regarded as coming next to the crop reports, and in this view of the matter the annual report of the Interstate Commerce Commission of the United States has an especial significance. What affects general commerce and prosperity in the United States more or less affects us in Canada. Especially therefore, as conditions for crops are largely similar in both countries, and as the crops reflect very materially business upon the railroads, it is natural to infer that what is true as resulting from conditions in the United States should also be true from similar conditions in the Dominion.

It is consequently to be noted from the report referred to for the past fiscal year, that for a year past the railroads in the United States have been profiting by the plentiful harvests of the past two years and, as this year's crops exceeds those of the railroad prosperity has an excellent foundation for at least one year to come. The growth of mileage during the year was 3,801 miles, which was a greater growth than in any year since 1893, save in 1900 when it was 4,051 miles. The gross earnings for the year from the operation of the 195,751 miles of line were \$1,988,228,037, exceeding by more than \$100,000,000 the earnings of the previous year. The operating expenses of \$1,030,267,270, were nearly \$700,000,000 greater than the year before, which means that the pay rolls were larger. Some 30,000,000 more passengers were carried, showing that the prosperity in which the railroads share was widespread. The payment of \$150,000,000 in dividends increased this general prosperity and diffused it in a wide variety of beneficial channels. The number of persons in the employment of the railways of the United States is reported as 1,011,160, or an average of 548 employees per 100 miles of line. This was an increase in the year of \$3,216, or 19 per 100 miles of line. The amount paid in salaries and wages to employees was \$610,713,701, which was \$33,

448,900 in excess of what was paid in the previous year, making the compensation of employees equivalent to 62.47 per cent. of the operating expenses of the railways and 38.44 per cent. of their gross earnings.

EMINENT BUT MISTAKEN.
The fact that Dr. Goldwin Smith recently completed his 79th year of life calls attention to the passing of conditions in which he at one time prominently figured. Dr. Smith was an ardent annexationist. To him Canada's unwillingness to cast in her lot with the United States was incomprehensible. Yet after thirty years of prophesying in a voice so able as to command worldwide attention, he has today a smaller following than he had before his fame was attained. This is the peculiarity that in historical accounts will mark the career of Dr. Goldwin Smith. Why a man of his calibre failed to realize the manifest destiny of Canada apart from the American republic is the strange feature of his personality. As a critic, however, and as an earnest humanitarian, his fame will remain with those other elements of character that have made him a potent influence for good.

MR. BORDEN'S TOUR.
The present trip of Mr. R. L. Borden, M. P. leader of the opposition in the Canadian House of Commons, Mr. F. D. Monk, M. P., his chief lieutenant, and a party of other eminent Conservative leaders, to the Pacific coast, is eliciting marked interest among the western newspapers which are doing their part to awaken curiosity in regard to the gentlemen and stimulate such a welcome as will enable them to gain an idea of what the people think of them. Just how the people of British Columbia, for instance, view the matter, is interestingly set forth by the Victoria Times, as follows:—

We are told the object of the visit of the leader is to shake up the dry bones of the party, to breathe a new spirit into it and stir it into activity, if possible. We hardly looked for such a confession as that. It is a tradition in the party that the country is "naturally" Conservative, that British Columbia is the most Conservative province of a Conservative country, and that it was only in a moment of temporary aberration, or of "weakness," as one who was once high in the councils of the party but has lately been relegated to a back seat, would say, that the Liberals were entrusted with the management of provincial purposes. It is a reassuring sign, from the point of view of a Conservative, that the admission is made that there is necessity for a revival in the disordered ranks. The opposition has made some very wild charges against the government, but since the victory of 1900, which convinced it that it was not by a fluke it was turned out of office, it has not been aggressive in a real sense. For instance, it has in a manner condemned the British preference of the Laurier government, but it has not said unequivocally that it would repeal it. That is one of the questions of considerable

importance to British Columbia, and we shall be greatly surprised if Mr. Borden leaves us any wiser on the point than he found us. His supporters, men and newspapers, claim the National Policy is still in force, and at the same time that that preference is contrary to the spirit of the National Policy. Now how can these things be? We doubt very much whether Mr. Borden will tell us. We shall wait and see.

After the dry bones have been shaken up and given an appearance of life through the galvanic appliances of the leader, the voters of British Columbia are to be divided like sheep and goats, and branded for provincial purposes. That is a heavy task, as other Conservative leaders who have tried it in eastern provinces have found out. It weakened rather than strengthened the party in Nova Scotia and New Brunswick. There is practically no opposition in either of these provinces, and the governments are Liberal. But Mr. Borden is supposed to be an astute politician, and no doubt he thinks he has been well advised. The people of British Columbia will await with some curiosity the arrival of this potent factor in their affairs. He is a clever man, this new

leader, more polished than his predecessor and more guarded in his utterances. British Columbia is to be honored with the first glance at the programme which is expected to carry the country about three years hence. That fact alone will insure the chief a large audience at every point in his tour.

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You want the right kind of Clothing at the right prices. Send here at once for it.

Counters are piled high with the newest styles of Fall Suits and Overcoats, and prices are lower than ever before.

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Finished with the thought and care of made-to-order goods. We are showing them for the very dressy man as well as for the man who cares only to be neatly and comfortably clad.

Prices \$5.00 to \$20.00.

Boys' and Men's Suits

Of every good kind are here. Tweeds, Serges, Cheviots, etc., carefully and thoroughly made and guaranteed to give satisfaction.

Two - piece Suits for Boys 3 to 12 years, \$1.50 up.
Three-piece Suits for Boys 9 to 16 years, 3.00 up.
Men's Suits. - - - \$5.00 to \$20.00.

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when in the city, make our store your headquarters; have your friends meet you here; everybody knows where OAK HALL is. Examine our stocks. Get posted on what's what in the clothing world. You are free to look whether you buy or not.

Those Staying at Home.

For those of you who will be unable to attend the Exhibition and make a visit to our store we have in preparation a style and sample book which will be ready for mailing in a few days. By sending for one of these books you will in a sense have our store before you from which to make your purchases as regards your clothing wants.

Send for one and give us a trial order. You lose nothing as we guarantee every sale to give satisfaction or refund money.

GREATER OAK HALL,
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Cor. Germain.
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448,900 in excess of what was paid in the previous year, making the compensation of employees equivalent to 62.47 per cent. of the operating expenses of the railways and 38.44 per cent. of their gross earnings.

Home Insurance Co'y.
NINETY-EIGHTH SEMI-ANNUAL STATEMENT, JULY, 1902.
Cash Capital \$3,000,000.00
Reserve Premium Fund 5,405,511.00
Unpaid Losses 718,786.65
Unpaid Re-insurance, and other claims 678,454.43
Reserve for Taxes 60,000.00
Net Surplus 6,068,687.35
Cash Assets \$15,918,449.43
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