

Semi-Weekly Telegraph

ST. JOHN, N. B., JANUARY 28, 1903.

THE END IS REACHED.

The publication in this issue of the full text of the report of Commissioner Barry on the charges made by The Telegraph against the officials of the Fredericton Institution for the Deaf and Dumb closes, for the present, one of the saddest chapters of an institution which has been, for many years, a disgrace to the Province of New Brunswick, and the termination of the evils of which cannot be regarded as anything but a public good.

The report of Commissioner Barry, made after months of patient investigation and after listening to the sworn testimony of nearly one hundred witnesses, is so conclusive as to the guilt of Principal Woodbridge, the Marston Mrs. Woodbridge, G. E. Powers and Norman Woodbridge, that no person anxious for the truth can remain longer in doubt regarding the true facts of this case.

We are pleased to note that the Commissioner adds strong testimony to the reliability of deaf witnesses, not alone on his own conviction, but supported as well by the testimony of expert teachers of this unfortunate class. The old-time prejudice against people hearing and speech has remained even down to this stage of civilization. As the world advances these blind prejudices are slowly being removed.

There is one phase of this inquiry which deserves more than passing notice, and that is the fact that such a degrading state of affairs, as was actually found by the royal commission to have existed for years in the Fredericton Institution, could have been possible in a school whose Board of Management contained men of probity and respectability. It is but another startling evidence that respectable names can be used as a cloak to cover the rascality and villainy of unprincipled men in the furtherance of their selfish schemes, and that good men can be found to lend themselves unconsciously to such an end.

If the revelations in the Fredericton Deaf and Dumb Institution will make respectable citizens more careful of undertaking a trust, and more particular in the intelligent fulfillment of it, the labor which this investigation has cost will not have been in vain.

It has been a big undertaking on the part of this paper to carry through successfully so difficult a task as the investigation of this public institution, and to those who have assisted loyally in the effort its warmest thanks are due. To no one man does this credit belong so fairly as to Mr. J. Harvey Brown, of this city, who has sacrificed his private interests for the past six months in a public spirited desire to right a wrong, the continuance of which, after its discovery, would have been a disgrace to the province.

Premier Thériault and his Government deserve the public thanks for their courage in grappling with the question when the charges were laid before them.

While in the heat and strain of so difficult an undertaking, The Telegraph may have spoken bitterly of the attempts, negative and positive, to thwart the investigation. It has, but its unflinching desire to do a public service to offer as its apology.

The whole and story of this institution proves the correctness of the statement that "eternal vigilance is the price of liberty."

ONE VIEW OF IT.

The Toronto Globe announces its belief that the next trans-continental line will not be built by the government and will receive neither land nor money from parliament. "The Globe says the government would not be justified in undertaking to build the road, and the country is opposed to the subsidy system. Hon. Mr. Sifton has said there will be no land grant, and the public, the Globe thinks, is determined that there shall be no free gift of money."

It is proposed, therefore, that if parliament think well of the project, the government buy shares of the company, sharing profits or losses. This would enable the company to get more capital, as the fact that the government owned a considerable block of the company's common stock, would influence other investors. But before this were done, parliament would have to be satisfied that the road is needed and that it would prove profitable. If Ontario were satisfied with the route—if the road traversed the arable lands to the north—the province might invest in shares also. The Globe adds:

"We understand that the government has already intimated that the ocean terminus must be a Canadian seaport, and we think that the public will insist, and should insist, on that as one of the conditions of the granting of a charter. Of as great, or even of greater importance is the character and equipment of the road as affecting the cost of transportation, and on this point the conditions should be very explicit."

TO OPPOSE FOSTER.

We may look for an exciting political battle in North Ontario, now that Mr. Grant has been nominated to oppose Hon. George E. Foster. Writing recently to a friend in Moncton, Mr. Foster said he expected a warm contest. He will not be disappointed in that at least. The storming has begun already. Mr. Foster, in "a moment of weakness," said the other day, when asked about his prospects in the coming contest: "Of course I will be returned for this constituency, this long-crooked constituency. Who made this constituency, anyway?" The district is 225 miles long, and in some places only eight miles broad. Mr. Foster should know who made it. He was a member of parliament when the Tories gerrymandered North Ontario, patching together sections of Tory townships in order to make it absolutely safe. Today, while nominally a Conservative seat, North Ontario may be carried against Mr. Foster. The late Angus McLeod had 500 majority, but there were exceptional circumstances that year. After the gerrymandering of 1882, it was thought a Tory could not lose the seat. Yet A. P. Goodwin, a Liberal, was elected. In 1887 the successful candidate was F. McGill, Conservative, who continued to represent it until his death in 1903. In the autumn of that year there was an exciting by-election in the constituency, John A. McGillivray, Conservative, emerging from a three-cornered fight with a big plurality, but a minority of the total vote. The Liberals and Patrons then united on Duncan Graham for the general election of 1900, but he was beaten by Mr. McGillivray by one vote by means that would not stand the light. Mr. McGillivray threw up the seat, and at a by-election held in 1901, Mr. Graham defeated Angus McLeod by a narrow vote. He

in turn, was defeated by Mr. McLeod by a large majority in 1900.

There will be a stout fight this year and Mr. Foster in the "long, crooked constituency," will need all the votes he can get together in spite of the fact that the riding is Conservative as a rule. He is making a lively campaign and is being reminded of his unpleasant past by some of the critics whom he has "riled." In one speech he said that "the Conservatives in Opposition had the consolation of knowing that their relinquishing of power gave their opponents, after 13 years of outer darkness, a chance to be fed at the public trough, thereby transferring them into living, breathing, ardent, patriotic Canadians."

The Hamilton Times is inclined to resent these words from the rejected of St. John. "The Liberals of Canada," it says, "do not see themselves as Mr. Foster sees them. They know that they were living, breathing, ardent, patriotic Canadians when Mr. Foster and the other occupants of the Nest of Traitors (as Sir Mackenzie Bowell called them) were feeding at the public trough; they were good average Canadians when Mr. Foster was studying the laws of Illinois, and if they ever had 'moments of weakness,' Mr. Foster should be the last man to reproach them."

Will Mr. Borden take the stump for Mr. Foster or doesn't he care that much about having him elected?

THE PANAMA CANAL.

There is no greater mockery in nature than the jungle-laden rib which holds two continents in communion. By land it is forty-five miles from Colon to Panama; by sea it is eight thousand. The first conception of the canal belongs to the first man who crossed the Isthmus. When Balboa looked down upon the Pacific from the heights of the Cordilleras, he inevitably let his imagination play on the possibility of splitting the pregnant narrow barrier under his feet with the merged waters of two oceans.

So writes Frederick Palmer from Panama concerning the proposed trans-Isthmian canal.

The eyes of the world turn again to the "jungle-laden rib" today, because the text of the canal treaty just signed by the United States and Colombia is now made public. De Lesseps, who estimated that a sea-level canal could be built for \$120,000,000, with his associates, squandered more than twice that sum before the great crash came, and American engineers estimate that the work done may fairly have been worth about \$25,000,000, or about an eighth of what was spent.

The American plan is for a canal with locks. The work yet to be done is to cut \$184,000,000. For some distance from either end the canal will be at sea level. In the centre the level will be artificial, one stretch being formed by an artificial lake, which will afford an immense anchorage.

The treaty, which has yet to be ratified by the senate, gives Colombia ten millions in gold for a strip six miles wide, from ocean to ocean, for which, after nine years, the United States is to pay an annual rental of \$250,000. The United States gets the use of the three small islands in the Bay of Panama and will occupy them. Presumably docks and a coaling station will be established there. The purchasers of the route disavow any intention to impair the sovereignty or decrease the territory of Colombia or any other Central or South American republic. Colombia is not to sell, cede or lease to foreign governments any islands or harbors near the ends of the canal for the

purpose of establishing naval or coaling stations or fortifications.

The United States agrees to give Colombia "the material support that may be required in order to prevent the occupation of said islands and ports, guaranteeing there the sovereignty, independence and integrity of Colombia. The two countries are to maintain jointly tribunals for the administration of justice, civil, criminal and admiralty, in the canal zone. Colon and Panama are to be free ports for vessels and goods intended for transmission by the canal. The lease of the strip of land is virtually made perpetual by the treaty, being renewable in terms of 100 years at the pleasure of the United States.

The little republic simply authorizes the New Panama Company to sell its rights, properties and concessions to the United States, which is to build the canal, fortify it and protect it and Colombia against all comers should occasion arise. As far as possible provision is made to prevent any European power from securing a naval base within striking distance of the great ditch, while the United States gets the islands in the Bay of Panama and the right to "improve, use and protect" the harbors at both ends of the canal. The Panama railroad, 47 miles long, which runs parallel to the canal route, and is valued at \$7,000,000, is included in the transfer.

In 1500, Mr. Palmer says in his article on the canal, a Portuguese navigator wrote a book to prove the feasibility of the project. And now in Colon a strange population wait—a population of black, brown and yellow dwell over puddles or green acorn, and vehicles that are the relics of the French days drive in and out of ruts with the skill and nonchalance of long habit. And sitting in the mire Colon looks up hopefully to every visitor for some word about the coming of the Americans with their spades, when once more the line of wooden workmen's houses, whose open windows stare at derelict locomotives and spoil cars sinking, entwined with vines, into the soil expensive machinery sinking into the soil under shelter of rank tropical growth, shall be occupied again by the black workmen imported from the West Indian islands, to dare the sun and disease for eighty cents a day, and a fourteen by sixteen shanty will be a valuable piece of property."

SOME ENGLISHMEN.

Sir Guilford Lindsey Moleworth, who has an article in the last London Saturday Review, says the United States "is tightening its grasp on the trade of Canada, and that country makes no secret of its view that reciprocity of trade will ultimately lead to the union of the two countries." He adds in conclusion, "Is the gigantic blunder, by which the American colonies were lost to England, to be repeated?"

This interesting person formerly was consulting engineer for the railways of India. Doubtless he is a competent engineer. If so, it is to be regretted that he does not confine his energy to matters on which he is an authority. Had he any idea of the facts he would have said that at the present time there is less talk and less thought, here and in the United States, about the "union of the two countries" than there ever has been before. But London appears to like that sort of thing, even so it is.

The Morning Post, commenting upon a Toronto cablegram saying another session of the Joint High Commission is possible, warns the Laurier government against making a "penny wise pound foolish concession" in the Alaskan matter. "It is just possible, though improbable," says the Post, "that Sir Wilfrid and his supporters would consent to guarantee to the United States the continued possession of the ports which feed the Yukon, in order to make a clean sweep of difficulties which are more obvious to the eastern electors" than to the western people. The Post grows grave over it, scenting disaster afar.

The London Daily Mail prints, too, a letter from its Ottawa correspondent, purporting to give the views of "a leading member of the ministry," who hints that the United States should be content with the present possession of the territory, about the manner in which Great Britain "gives away our rights to the United States."

Canada has had to fight against many weird British views of this country, due to ignorance and prejudice, and now, when there are signs that we are being better understood and appreciated in the old country, it is strange that some of the leading London journals will give space to such misleading and inaccurate twaddle about Canada as frequently appears in their columns. Apparently any man who is known there may write the veriest nonsense about this land and get it printed by reputable newspapers, whose editors can scarcely be as ignorant as their remarkable contributors, but who are blameworthy because they do not exercise sounder judgment and refuse to allow the sum of error and misconception in England regarding Canada to be increased.

The St. James Gazette, on Saturday, escaped the error of its contemporaries. In the course of an article on Canada's resources and wants, it asserts that "evidence has lately been forthcoming of an extraordinary rapid advance in Canada's prosperity during the last two years, which reveals by far the most satisfactory condition of things in any part of the British Empire at the present time." After commenting upon our progress, the writer says this country presents "an object lesson of progressive agricultural development such as no other country can claim for its own."

This is a measure of truth, well ex-

pressed, but we may find in the same Journal tomorrow a contribution from some amazing Englishman alleging that during a recent "tour" of Canada he discovered indisputable evidence that we are plotting secession or annexation, or that we are ripe for commercial ruin. The men who come here to settle or who invest their money here must do so in spite of rather than because of the "information" which is thrust upon them by some of the English newspapers.

A COOL PROPOSAL.

The Telegraph has received and prints in another column two communications to which the attention of lumbermen is directed. They refer to a bill which has been introduced in the Maine Legislature for the incorporation of the East Branch Improvement Company. This bill, The Telegraph is informed, will, if passed, wholly cut off Chamberlain Lake, in northern Maine, from the Alleghash river, and turn the flow of the lake into the east branch of the Penobscot. The lake is now drained by the Alleghash which empties into the St. John. The result, of course, would be to lessen the volume of water in the Alleghash and its principal river, which, one of our correspondents suggests, may be a violation of the Webster-Ashburton treaty providing that the free navigation of the St. John and its tributaries shall be maintained.

The second correspondent says the bill would strike a severe blow at the New Brunswick lumbermen operating in the Alleghash country. The company proposes, he adds, to build dams on the Alleghash between Heron Lake and Lake Chamberlain, and divert the waters into the Penobscot, and through Bangor to the sea, whereas the natural outlet of the waters of Lake Chamberlain is through the Alleghash and St. John to the Bay of Fundy. These letters to The Telegraph are not inspired by unselfish interest in the lumbermen of New Brunswick. They come from men who are looking after Aroostook county which would be affected adversely by the proposed action of the company seeking incorporation. The hint to our lumbermen is valuable despite the motive inspiring it, and reference is made to the matter here in order that New Brunswickers may take such action as they deem best.

In the absence of facts other than those presented, the bill now before the Maine Legislature appears to contemplate an injustice against which protest may well be made. The rule is that streams shall follow their natural courses unless the parties interested, individuals or nations, make specific agreement to change them.

If Maine has not water enough in the Penobscot during the driving season, there still seems no reason why that enterprising state should borrow water from the St. John. At least without giving notice of motion, Maine may claim that it has the right to do anything with any stream that side of the border, in which case we shall have to look up the treaty.

THE RIVALS.

Opinions concerning the proposed trans-continental railroads came thick and fast now. Sir Thomas Shaughnessy is out with the statement that the Grand Trunk Pacific must not receive government aid, or if it does, that the C. P. R. will demand assistance for branch lines, contemplated or in course of construction. He says, moreover, that the public should not assist the Grand Trunk, as to do so would be to compete with private capital in the transportation business. The Toronto Star objects to these opinions and says:

Sir Thomas declares against public ownership, lock, stock, and barrel. He wants none of it. But we would say to him, and to the Grand Trunk people as well, that, whether the Grand Trunk Pacific is built or not, the Intercolonial should be at once extended to Parry Sound, so that there may be a publicly-owned road competing with the private companies in carrying freight from the west to the seaboard. Not only so, but the Intercolonial's effectiveness as a regulator of corporation railways requires the extension of a line through Old Ontario—through the manufacturing and stock-raising districts. This we think the government should do in order to impose some check on the freight rates that discriminate so markedly against Ontario shippers.

Meanwhile the various promoters of the rival trans-continental roads continue to advance reasons why they should be favored. The Grand Trunk people say they are in a better position than other applicants for a subsidy to carry out the project. They point to their terminal facilities and the excellent character of their present organization, and say that while they will build the road, subsidy or no subsidy, government aid might result in establishing the eastern terminal in Canada. The inference is that without a subsidy, the terminal would be in the United States. A Grand Trunk official is quoted as saying: "The general impression is that if the government is willing to assist the project in a substantial manner, the company would be willing to provide for the establishment of a Canadian eastern terminal all the year round. The business of the company through to Portland is increasing very rapidly, and the traffic of the future should prove sufficiently large to justify two lines east of Montreal."

The Canadian Northern's case is that it was the first in the field, that its lines in the Northwest were built when the general impression was that they would not pay, and that now when it has been proved that such a line is feasible, the government should attend first of all to

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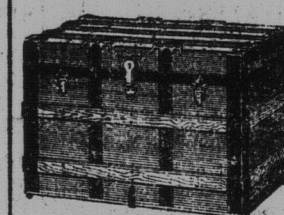
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