POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN N. B., NOVEMBER 3, 1900.

Use HAWKER'S TOLU OF WILD CHERRY BALSAM. It will cure any cold. Price 25 cents. Hawker's Catarrh Cure. The Canadian Drug Co., Sole Agents.

A positive cure for Catarrh or Cold in the head.

LIBERAL AND OONSERVATIVE.

(Continued from page 1). to the terms of that syndicate,

the whole of the United States A want to know if the Canadian are going to the their hands by en and are going to be their hands by en-ing that port and abandoning the au-ntageous position they have in St. John: ey will be bound to keep up this road a maintain it as well. They will be thing their necks under the yoke of Vendach it synchrotic and bunding the Vanderb.lt syndicate and handing over to another railway the business which they could hold themselves. If they do that all I can say is that we can jump to the moon. (Cheers). You un-terstand the position which Mr. Shaugh nessy has taken. He has told us in the interview which he had with the cu-pouncil, as he told Sur Wilfrid Laurie in my presence within ten days, just Vanderbilt syndicate and handing council, as he told Sor Wilfrid Laurie: in my presence within ten days, jusi what he would do. He said it frankly endugh. What he is after is not the business now being done upon the Inter colorial railway. He does not attach much importance to that; but he want to lay his voracious hands upon the traf-fic that is to come from Sydney. (Cheers) I want to tell you that the expansion in Cape Breton is going to be enormous. We can scarcely measure the extent and volume of it, and it is on Intercolonia territory, and rightfully and legitimately volume of it, and it is on Intercolonia terribory, and rightfully and legitimately belongs to the Intercolonial. (Cheers) Has anybody who has decided that we ought to hand this traffic over to the Canadian Pacific considered the positior of the Intercolonial? Those of you who are prepared to stand up for the Cana dian Pacific, do you remember that we have entered the city of Montreal with the Intercolonial? My friend here oppose ed 12 bitterly with all his might and main.

main. Mr. Foster-Opposed what? Mr. Blair-The extension to Montreal. And he will tell you that it cost seven And he will tell you that it cost seven

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million dollars to do this. We went in of doing business. We went there know ing that there was going to be an im-mense development. We went knowing the business of the Intercolonial, and you cannot do that without a great deal o expense. We are giving a benefit to every community connected with the Intere-lonisi. We are giving a better service and there are other advantages which might point out if time permittee What did we do in Cape Breton? Ah officials of the Dominion Steel Compar came to me last year and said: "What an you prepared to do in order to carry the business which we are going to develop i Sydney?" I said: "What do you su Sydney?" I said: "What do you su gest?" They replied: "We are in the position: We can take our traffic seawai or we can have it carried by rail. She us what you can do, and we may be us what you can do, and we may be if duced to prefer shipping it by rail." told them we would put a splendid ferry which will probably cost upwards of a qua-ter of a million dollars across the Stra-of Canso, so that full trains of freigh and passengers could be carried across a any hour of the day or night. I sai further that we would lay the whole longt of the 'railway from Sydney to the Straof the railway from Sydney to the Stra of the railway from Sydney to the Stra and from the Strait to Truro with 8 pound rails, and put the road in shap to do business in the most approved an expeditions manner. I said it would cos-us upwards of a million and a quarter do lars to do this, but it would be done. The said: "That will be entirely satisfactor;" and we will give you our business." New said: "That will be entirely satisfactor: and we will give you our business." Ne: session we got the necessary appropriatio for the purpose. The ferry is under way the rails are being laid as fast as men ca put them down, and yet these gettleme propose that we should hand over th business for all time to come to the Can-dian Precific (Great cheering t "hes business for all time to come to the can dian Pacific. (Great cheering.) "he-gentlemen would have you suppose the the government has been acting and the I have been acting in this matter from some narrow sectional point of view. have been doing what I believed to be m homest duty as a minister of the crow have been doing what I beneved to be made hopest duty as a minister of the crow (cheers), and in a few months there we not be a man in this community, in m opinion, who will not say that the cours I took was the wise, the prudent and the just one in the interests of this country (Enewed cheers.) But Mr. Foster say there is an answer to all this.

The C. P. R.'s Offer.

He says the C. Pr R. has offered us traffic arrangement whereby they are prepared to give us enough constructiv mileage to yield us larger net carnings that we could earn by carrying this traffic a the way to Montreal over our own road Where does Mr. Foster get his information Where does Mr. Four get where the subject, I want to know? Why on this subject, I want to know? Why he simply takes the statement of Mi Shaughnessy. (Applause.) Let us sup-pose for a moment that his statement i true-what would become of the Inter colonial and its service from Moneton north? The Sun says that my action i going to deprive the people here of the enormous advantage of having this traffi go through the city of St. John. Why, i would not be of the slightest advantag to have this traffic simply go through the city. It would simply rush through no one would see it and no advantages would this subject. I want to know? would see it and no advantages would secrue from it. The line north of Moneto a part of the government railway system. We have, as I have just mentioned tem. We have, as I have just into a seve: spent what they say is equivalent to seve: millions of money to got into a commercia centre, and the people along the line of th railway realize that there has been an im mense advantage conferred upon them by this extension. They see the enormous in mense advantage conterred upon them of this extension. They see the enormous in crease of business that is going on. I amounted to between 50 and 60 per cent more than during the last year of the lat more than during the last year of advant more than during the last year of the lat government. Has this ocen of no advant tage to the road? It has been an advantag in many respects, and let me refer to two or three things in this connection. We are enabled by the amount of business being done to lessen the average cost of main tenance. Moreover, you can keep you line open easier, and at a less cost, than if there was less business. It is costing less per train to run as many trains as we do now. We are able to give a better ser-vice, and other advantages would be obvious. If Mr. Foster's view were to pre-vail we would either close down the road or run it at an enormous loss. I say that would not be in the interest of the Inter-

ve could possibly accept, there would be nore profit in hauling our traffice to St. John and handing it to them here to and over their line to Montreal and the Vest, than there would be in hauling ver our own line to Montreal. That is he very basis of their demand, and 1 ay that the gentlemen that are upholding he case of the C. P. R. in this matter he case of the C. P. R. In this matter o not understand it when they say that his arrangement would be more beneficial o us. They assert it and we deny it, nd who is to settle the question? If it o us. They assert it and we deny it, and who is to settle the question? If it s to be settled by the Canadian Pacific, bet in the settled by the government hen let us know; but is the government the country, the minister of railway-nd the officials responsible for the manind the officials responsible for the hard gement of the I. C. R., to have no binion upon this question? Are the in-crests of the I. C. R. not to be taken at a account at all? I say it is absurd, and I will prove it to anybody who will ollow the argument and whose mind is t all open to conviction on the question. What is this proposition? They say they will give us 330 miles constructive mileage rom any point east of St. John. My whend Dr. Stockton came very near falling at a hole in this connection. He did ot know anything about this local rate t all until it was mentioned to him, and ou will see how important a considera-ion that is. Under this proposition, if he actual mileage which the goods are arried exceeds 330 miles then all that be con get as our share would be the proportionate mileage rate. Let me exgement of the I. C. R., to have no reportionate mileage rate. Let me ex-ian to you. The point which the C. R. is bound to reach—if political man R. is bound to reach—if political man-euvring can bring it about—is Sydney. Now, Sydney is 430 miles from St. John f they take our trade, bring it here and aul it from here to Montreal on their ne we would only get the proportion "aich 430 miles bears to the whole mile-re the freight is carried. We get no ad antages from this constructive proposi-ion at all, and from a railway point of ew it is not a particle of good. (Apon at all, and from a railway point of few it is not a particle of good. (Ap 'ause). How long do you imagine it ould be, with the charman of the Can-dian Pacific one of the board of direct-rs and controlling spirits in the Dors and controlling spirits in the Bo inion Steel Company, before every pound f freight from and to the Sydney works as sent via St. John over the C. P. R (heers). Why we would not get a ton of eight a year (renewed cheers) and this reight a year (renewed cheers) and this spenditure which we have made and hich we are going to make would be ut orly useless. We are equipping the In-ercolonial from end to end with 80-pound

ails for the purpose of doing business. Don't You Want Business Done

On Your Road?

Cries of yes and cheers). We are com Cries of yes and cheers). We are com-nitited to the expenditure of about five withion dollars for this purpose. When hese proposals were made in parliament by friend held up his hands in horror and said to me: "Are you not frighten-d to ask such amounts from parliament?" said: No, Mr. Foster; I would be fright-ued if I did net do it. (Cheers). We are ied if I did not do it. (Cheers). We are pending that money for the purpose of utiling the Intercolonial upon a foot-ig equal to the best single-track railway n the continent, and yet in the face o ur ambitious desires in behalf of the intercolonial, my friend says it is not alesmanlike to say it, but I still say has a pistol has been placed at my head nd a demand made upon me to destroy ur business. (Cheers). I want to know the is to decide this question? Is it not matter which can only be safely lef a matter which can only be safely left in the hands of the minister and his flicers? It is a technical railway ques-ion, and I am afraid I have not been ble to make it quite clear to you. Sure-y the C. P. R. is not to decide it. If my riend the ex-minister of finance were in arliament representing one of these On parliament representing one of these On-ario constituencies which he is said to ave been seeking, what would be his ar-ument? He would say that this unbusi-iess-like minister had allowed himself to be persuaded by the president of the Can-idian Pacific into permitting his railway to be absolutely milked for an opposing line and are thet the only answer he to be absolutely milked for an opposing ine, and says that the only answer he an make is that the president of the Canadian Pacific assured him it will be very much to the advantage of the In-tercolonial to give them this traffic. I would like to hear my friend thundering

(Cheers). Mr. Shaughnessy himself ad-inits that the attitude of the government for the government. We get foun tons of freight from the Grand tons of freight from the Grand Trunk at Montreal for every ton that we deliver to them. (Ap plause.) The amount of business which In this matter is entirely in accord with alway business, with railway custom and the the system of a case parallel with that we deliver to them. (Application of the system of the system of the system of the company is making upon the L. R. and similar instance of one milway terms as great as upon the business which we as great as upon the business which we as great as upon the business. We want the system of a rejection of the demand which this on pany is making upon us. (Cheers). They are not heady used by the Interfore does not pick up as much traffic, to any point on our line, and yet and the constant of the constant and the constant of the constant of the theorem and the constant of the territory in that province, and the sector of the deliver is the nost traffic, and the theorem as an absolute gift to point where we receive it from them. That is Railway Usage. We do not exact that; but we give them the privilege of going into the territory at the freight bours do the delivering it to the territory at the terminus of our line at Montreal all freight intended for point on the later of distribution eastward. More the terminus of our line at Montreal at freight be dilivered to them at the regist delivered them and we will do it, provide they, get the aligned regist to point as an asoute gift to radian Pacific by one rulivay against mother that means an absolute gift to runk. and we receive every littlines and the basing of the the station privilege study on the they are they one rule as a mother freight by one rulivay against mother that means an absolute gift to runk. and we receive every littlines a first, they do not have to recet any stat on the first. (Applages) They and the pound of thes. (Applages) They at the low of the second of the second here for the station privilege study and the pound of thes. (Applages) They at the pound of thes. (Applages) They at the bound in the disking recet they and the pound o

set it all for \$100 a year; and yet they want the pound of flesh. (Applause). They ay that because I cannot in the discharge of my duty in my responsible position vield to that demand, that I am an enemy the season. Grain cargoes are weak this ay that because I cannot in the distance of in my duty in my responsible position ivield to that demand, that I am an enemy of theirs. I am no enemy of the Canadian Pacific. My conduct shows that I have treated them fairly. They come in con-tact with my department at every turn-with myself individually as the chairman of the railway committee of the prive concil upon questions of great moment, and as a member of the railway committee of the House of Commons. They come in contact with me individually in my minis-terial capacity, and I have not heard them-raise a murmur of complaint, except that I supported the charter for the Ketter Valley Railway against their wish when I felt that that country was entitled to nother railway. What is the fact? The inference is that unless you yield to every demand that is made upon you by one of these railway compares you are going to be characterized es an enemy. I say, out upon such occasions. No self-respect-ng man could fil the position of minister of railways unless he were allowed to ex-ercise his best judgment upon these ques-tions. (Cheers). I am no enemy. I wish them well. I would do anything to fur-her well. I would do anything to fur-adhievements; but I cannot yield to ther adhievements; but I tions. (Cheers). I am no enemy. I will be a poltroon if I al-when I reach a firm conviction upon a question I would be a poltroon if I al-lowed any railway corporation to make me back down. (Cheers).

Mr. Blair Will Not Yield.

Mr. Blair Will Not Yield. I am on the defensive. I am not aggres-sive; I am not taking a hostile attitude. I am simply standing on ground which I think is strong enough and broad enough to entitle me to the support of the free ind intelligent judgment of this electorate. (Cheers). My friend here ridiculed my statement that I was standing with my pack to the wall. How could I better ex-press it? I must stand there, and stand there I will, let the consequences be what they may. (Cheers). I ask you this ques-tion: In the light of the facts which I have presented to you, and I have made as sincere effort to acquaint myself with every detail that is material to a proper decise

we had deal at the minimum went on; every-tries of Canada. But time went on; every-ting seemed to be approving; business began to grow; manufacturers had more all for their products, out on more hands and wages increased. The country got upon the upward plane and have gone on from that time till the present until we are able to present to you a picture without parallel in the history of our ountry. (Cheers.) What became of these rentemen? Were they in sackcloth and askes over the stories they had told and the woe they had predicted? You cannot the Fielding tariff as absolitely rinous to the industries recognized it as their own the woe they had predicted? You cannot make a change any more rapidly than these rentlemen did. They who had denounced he Fielding tariff as absolutely rimous to he industries recognized it as their own

Long-lost National Policy Baby.

(Laughter.) They flung their arms around (Laughter.) They hang their arms around it and drew it fondly to their breast, and said, We did not know you in 1897 but we know you now. (Laughter.) Protection was their offspring; a little child of their own. They nurtured and pampered it un-lit it was a through a for a pampered it unil it was a stripling of 17. It is strange, if it was the same youngster, that they did not recognize it. The inference is, that hey are simply trying to make the people aligner that they hely are simply trying to make the people believe that there was no material change in the national policy. (Cheers.) One thing, however, they cannot dispute, and that is that today the tariff is one-third that is that today the tariff is one-third less than it was in their time as applied to the products of the mother country. That preference enables consumers to ob-tain the class of goods that are produced in England, no matter where they may come from, or even if made at home, at reduced cost. The reduced tariff controls the price at which these articles are sold. My friend, Mr. Foster, has been telling the people that this government has been My friend, Mr. Foster, has been telling the people that this government has been responsible for the high price at which ommodities are selling. I could scarcely have credited the statement were it not that I have seen it repeated in many news-papers. You would imagine that coming from an ex-minister of finance there would be sconthing in such a statement. But

from an ex-minister of finance there would be something in such \bullet statement. But now could the government raise the price of commodities by lowering the tariff? The bext proposition would be that the lower the tariff the higher the prices. If our fiscal legislation in Canada has brought up the prices of ordinary staple articles which you consume, I wonder whether the same Fielding tariff could be held account-able for the increase in price which has the for the increase in price which has aken place the wide world over? I was little bit amused to think that my friend yould have made an effort to beguile even the unthinking portion of his hearers in iny such absurd belief.

close, although there are a great many questions which I would like to discuss. I would like to remind my friend of a few things, however, since he is to speak after me. I hope he will not fail to teil that redian and minute methods.

me. I hope he will not take Indian and wigwam story. Mr. Foster-Good story that. Mr. Blair-He ought to vary that a little, and I would suggest an amendment. He and I would suggest an amendment.

them into submission to the C. P. I. (Cheers.) If there is one thing that will

will hold as a guarantee to the mining in-to or dustries of that country that the price been of coal will never be raised above two dol-

four years as compared with \$66,000,000 in eighteen years. (Cheers). I hope that he will point to the condition of the pub-

he will point to the condition of the pub-lic debt as compared with the years of his administration, showing you that it has increased but a little over \$7,000,000 since 1896, as compared with an average annual increase of \$6,500,000 during the scheen years of the Conservative regime. When he comes to tell you about the extravagance of this government on or-dinary expenditure accounts, I hope he will tell you what these extra four or five inflions were used for. If he did, and he can, the would place the case of the government beyond criticism. He never told you that \$2,500,000 of this expenditure was in connection with the expenditure was in connection with th Yukon, and that nearly \$1,500,000 was fo Yukon, and that nearly \$1,000,000 was for the Intercolonial Railway, and that the neceipts from these two sources more than covered the extra extenditure. (Cheers). I would like him to give us the inside his-I would like him to give us the inside his-tory of the event which took place in 1896 in which he was the leading spirit, when he demanded of his premier, Sir Macken-zie Bowell, that he should surrender the premiership to him. He aspired to be remier of Canada. He was not willing to need that meeting by the ordinary metheach that postion by the ordinary meth ods, or to step up by degrees as men usual-iy do; but when he got his leader in the position of having the address to the speech from the throne before parliament, he and the six other traitors, as Sir Mackenzie himself spoke of them afterwards, marched in and said "Get out." (Cheers).

With a Different Application.

I shall have to draw my observations to

Aff. Bialt-file organs to the members. He is and I would suggest an amendment. He is good strong local application. He wants to say that it was not the Indian that was lost, but that it was Mr. Foster that was loss. (Cheers.) He wants to say that it was not the wigwam that was lost; but that it was the St. John harbor and port that was lost. (Cheers.) A voice-What about the dog biscuits? When my friend comes to denounce the Crow's Nest proposal, which he does on divers and sundry occasions, I would ask him not to leave the electorate to suppose shat the only substantial difference be-tween the way in which his government dealt with that question and the way the

speak against nothing. The minister had nearly two hours. He (Foster) had but one hour and bespoke kind attention. Mr. Blair had said he had heard the refrain Blair had said he had heard the fertal coming from a log in Cape Breton "Other refuge have I none." In 1896 he (Foster) heard that song from Restigouche to Queens county. The people knew whether he (Foster) had to seek a constituency or not. Mr. Blair had made a slip during his, speech and said he was not going to be beaten by him. This meant that the minister thought he was going to be beaten, He said the city council and board of trade were against him. Then there must, said the speaker, be something wrong, for who should have the city's interests more to

should have the city's interests more to heart than these bodies. "It's politics," said a voice. Mr. Foster continued, saying that this was a bad break by Mr. Blair. Mr. Blair did not want the Sunday school and church brought into politics, and he had spoken of honor. Mr. Blair denied flathy that in 1891 he handed \$5,000 of Pacaud's money cont to corrupt constituencies. Was that in 1891 he handed \$5,000 of Pacaud's money sent to corrupt constituencies. Was it true? Mr. Foster read a letter of March 14, 1891. dealing with this matter. He asked if anyone would doubt that the letter was by C. W. Weldon. He said the minister's polities consisted principal to a netter was by G. W. Weldon. The said the minister's politics consisted principally of deals. Mr. Foster said he presumed to necture no man, but he had a right to ex-press his belief that honor and fidelity were elements which we ought to keep as the basis of our government and no sneers of Mr. Blair would eradicate this from his mind or behef. He then called attention to an omission, he said, of the minister of railways. Mr. Blair could have all the railways. Mr. Blair could have all the records of all transportation, payments and receipts and could give them to the peo-ple if he chose. Were Mr. Stockton's reas-onable questions? The people were inter-ested in the winter port. Mr. Blair would live whether we had it or not, but would it be comfort for stevedores and laborers when the winter port went, to know that when Mr. Blair backed against the wall that they had supported him in his quar-rel?

Last year, the speaker said, 63 v You would think that would have been an occasion when the qualities of honor in public life of which he boasts so much, might very aptly have been displayed. Mr. Foster would have you feel that the city ought to be proud that so truly a good man as he is was before them as a candi-date. Virtue exudes from hin like per-fume from the rose. (Laughter). You could not touch him without being bene-fited. But these things are all very well to talk about to people who do not know the henorable gentleman; happily they de not make any impression upon the sober electorate of this country. He had better abstain from appealing from political plat-forms to Sunday school teachers and the pastors of our churches to give him their support on account of his superior virtue. took 200,000 tons of freight from St. John; another fact was that Mr. Shaughnessy said You would think that would have been forms to Sunday school teachers and the pastors of our churches to give him their support on account of his superior virtue. At this stage a gentleman in the De-velopment Club area arose and, amid many interruptions, said that he regarded this as an insult to the pastors and Sunday school teachers of the land. Mr. Blair-Such appeals as Mr. Foster has been making must be offensive to the porsons appealed to. I do not think it becoming for any gentleman to go upon the public platform and lecture people who are just as respectable as himself, just as moral men as himself, who set just as high a price upon their honor and prop-er conduct as he does. I do not think it is becoming to him. Each of our charks

The was fost. (Checked) A voice—What about the dog biscuits? When my friend comes to denounce the Crow's Nest proposal, which he does on divers and sundry occasions, I would ask him not to leave the cleetorate to suppose that the only substantial difference be-trees and sundry occasions, I would ask him not to leave the cleetorate to suppose that the only substantial difference be-trees are before the community and they at government proposed to deal with it was that they were to give five thousand hollars a mile and loan twenty thousand in eash. As far as the honorable gentle-man has gone it is true, but he leaves a very large amount of fact unstated. He never tells anybody that in addition to build that railway we secured from the company the title to not less than fifty housand acress of coal lands in Britian Clumbia, which we obd and which we will hold as a guarantee to the mining in-dustries of that country that the price of coal will never be raised above two ded

