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BLAIR SCORES COLLEAGUES

Continued From Page 1.

conclusion of a caustic criticism of some of Sir Wilfrid's flowery phrases, "does the Right Hon. the First Minister mean by saying that time does not wait? I say with all respect that while it might not be poetic it would be quite as accurate to say that Senator Cox cannot wait."

This was the first fierce shaft from Mr. Blair's bow. The opposition loudly applauded. "Cycle-moter does not wait," said Billy Bennett in the first interval of silence. In what way, asked Mr. Blair, would our national life be destroyed if the country took time to reach a just conclusion in a matter of such a tremendous enterprise? He could not understand why the Premier should appeal to heaven, or why our interest should be affected because, when we take action on the question, we see the end and understand the conditions and the responsibilities. Parliament and the country, Mr. Blair declared, had a right to deliberate before imposing such a heavy burden on the neck of the country.

Condition of Hysteria.

"It is a condition of hysteria rather than calm reasoning," said Mr. Blair. "It is sentimental exaltation that has inspired this enterprise."

Mr. Blair then spoke of the Premier's wild fears provoked by the vapotings of Carnegie and Cleveland, and of his efforts to persuade the country that it was tottering on the brink of a yawning abyss, at the verge of a precipice into which it might be precipitated any moment.

Mr. Blair declared that our relations to-day with our American neighbors are friendly. They were never more so, and he hoped they would continue so. He asked for the calm judgment of the House, and of the country on this point. He felt that calm judgment which the Premier's utterance merited would be devoted to the question as to whether, after having had the bonding privilege extended us for so many years with a large number of American railways depending on Canada for traffic and with American shipping carrying Canadian goods to and fro, the United States government would dare to cancel those conditions.

Why This Haste?

"Why at this late day," asked Mr. Blair, "does Sir Wilfrid feel impelled to scent danger? Why this frenzied haste and impetuous rush when we feel that we need not fear the action of a friendly nation? Why was this argument put forward? It must be because there is an absence of real good substantial arguments to sustain the case that my hon. friends feel that they are called upon to appeal to the prejudices, to the feelings and to arouse the passions of the people of Canada in order to get thru a measure which, upon its merits, they would have no hope of carrying.

Canada, he pointed out, has now a railroad which traverses this continent, and two railroads in the Province of Quebec, both of which can be made use of, and there is no need of going across American territory, even if any of these fancied restrictions were imposed by the American government. Canada could avail herself of these railroads, and they were just as much transcontinental and national as could be constructed in Canada.

National or Commercial?

The real truth was that the Premier had found the ground as to a transcontinental line on all-Canadian territory cut from under his feet, and had brought forward the bonding privilege to prevent the ground from crumbling away beneath him. The line, the Premier said, was a national all-Canada line, and yet he said it was a commercial line. Was it a commercial line? Was it a commercial line in the sense that the people were to count the profit and loss?

"What is a commercial line?" he asked. "Not a line which has been constructed on commercial principles, and which involves necessarily the idea of profit and loss. You might build a sentimental line, but you should call it such. If you are building for commercial purposes you should say so, but the Premier did not appear to be entirely willing to call the line either the one or the other, and had made it a compound of both."

No Reason for It.

Mr. Blair could see no reason why this line should be proceeded with today. Both the Canadian Pacific and Canadian Northern are national lines in the widest acceptation of the term. Why should a line be required to traverse the whole country from ocean to ocean? Look acros the border and no such line will be foun dthere. No line starting at the Atlantic and ending at the Pacific under one control, and in one name. The Americans had done as their business needs required; less than that Canada should not do; more than that it would be wrong to do.

Heard No Outcry.

Another reason advanced by the Premier was that the country was crying out for another transcontinental line. Mr. Blair said he had been a willing listener, and he had not heard any very great outcry for another transcontinental line from ocean to ocean. Mr. Blair riddled the argument that this railway scheme must be disposed of hastily. Every session, he said, legislation had to be deferred because parliament had not the time to deal with it, and yet right on the eve of parliament, when large expenditures were being proposed and important measures introduced, when their intellects and judgments must be fully strained to do justice to the legislation which was being proposed, the Prime Minister undertook to grapple with a problem of such magnitude. Up to that time the bonding privileges did not impress anybody. The imperious need of an all-transcontinental line had not forced itself upon anybody's mind up to that moment. Within a few weeks of the session of parliament, however, this need was brought to the attention of the country and now parliament was asked to put the final ratification upon a measure which once passed was beyond recall, was irrevocable, and on which the people of this country could have no more to say.

The Irresistible Pressure.

Whence came this irresistible pressure, which says the government must drive this scheme thru now? It was never mooted and the government took no action till the Grand Trunk conceived it to be in their interest that such a project should be liberally aided by parliament for them. That was the secret of the origin of the scheme. All the other considerations fell upon unheeding ears. Before this it had never entered into their calculation that the country was in such imminent peril. There had been no suggestion that Canada's future was imperilled until the Grand Trunk made the call and they laid their proposition before the government. There was no evidence that the people of the country demanded such a project. There had been no loud appeal nor so much as a whisper from Ontario. No call from British Columbia. There was no cry in the West for another transcontinental railway.

"Do you mean in the western provinces?" asked William McCreary.

"Yes," replied Mr. Blair.

"Then, I can tell you," Mr. McCreary replied, savagely, "that, owing to the congestion last year the farmers lost $6,000,000."

Not the Equipment.

To this Mr. Blair replied that this loss of $6,000,000 did not happen because Manitoba wanted the great thru railway traversing an unpopulated region, further east. The cry in Manitoba and the West was that the railways had not sufficient equipment to relieve the situation.

There had been no press agitation, Mr. Blair said, before this scheme was brought up, no platform agitation, no discussion in parliament, and no demand from the members urging the government to take such a course. It was misleading, therefore, to say that a cry in the country led to this action.

Mr. Blair admitted the necessity for a western road. He pointed out, however, that the government this session had guaranteed the bonds of a line of railway running 600 miles in one direction and 100 miles in another direction, and this thru an unsettled country. When it was considered that these lines served a country from 30 to 40 miles each side of them and that it would take a long time to settle that new section, he could not see any reason for the haste in this latest scheme.

Extend Intercolonial.

If the government really wanted to secure a connection which would guarantee Canadian freight to Canadian ports, they should have extended the Intercolonial Railway to the Georgian Bay. That would involve government ownership and he appreciated that many of his former colleagues were not in sympathy with that movement, and regretted the unfortunate visit of Sir Wilfrid to Depot Harbor. It had left on the Premier's mind an impression fatal to government ownership which no amount of argument or experience could efface. Others, who were opposed to such a scheme, had not visited Depot Harbor, and he could not explain their opposition in any other way than by thinking that when they were on the opposition side of the House they had become imbued with feelings of antipathy towards the Intercolonial Railway that they could not now shake off. If they had gone to Georgian Bay and investigated conditions there they would have become convinced of the advisability of extending the Intercolonial to that point and thus securing practical connection between the East and West. When the Intercolonial had been extended to Montreal Mr. Blair had in view a further extension to Georgian Bay, and there were other voices more potent than his which would take up the cry and support that scheme, because there was virtue in it.

Growth of Public Ownership.

Mr. Blair said he would not undertake to enter upon any elaborate justification of the policy of government ownership. He had on many occasions, when addressing the house in reference to his railway estimates, spoken in that direction, so that it might rest in the minds of the public and perhaps tend to the creation of a public sentiment in favor of it, and he claimed that whether it was due to any word he had uttered or other causes, THERE HAD BEEN A MARKED AND RAPID GROWTH OF PUBLIC OPINION IN FAVOR OF THE EXTENSION OF THE POLICY OF GOVERNMENT OWNERSHIP. He did not say that the government should own every railway enterprise, but he affirmed that the government might wisely own a trunk line here and there, because it would give advantages to the people who used these lines, and other railways which they could not secure by any other policy. The experience of the Intercolonial, so far from militating against this policy, was directly in its favor.

Not a Fair Comparison.

If the Liberals had been anxious to hear the wishes of the Western country, they would have heard that no policy would commend itself to their judgment so heartily and enthusiastically as one to give them a government-owned railway thru their country. Sir Wilfrid Laurier had spoken of the disadvantages of the Intercolonial, and probably he stated what was correct, because of its circuitous route. But because that was the case with respect to the I. C. R. it did not follow that it should be the case with respect to all extensions because the more productive territory it was extended into, the better it would be for the Intercolonial. While the Intercolonial might follow a long route when it was talked of building a road thru the centre of New Brunswick to get a cheaper route, he would like to point to the experience of the C. P. R. in Maine. The I. C. R. had a contest with the C. P. R. last year, when the C.P.R. was barred, because owing to the cattle embargo they could not carry cattle, as their line ran thru Maine; so the traffic had to go by the I. C. R., altho St. John was 250 miles further from Montreal than the C. P. R. route, yet they carried double as many cars over the I. C. R. by reason of their good track and equipment, in less time than the C. P. R. could do. Therefore, he claimed that the I. C. R. could hold its own with any railway that might be constructed in New Brunswick, except one from Riviere du Loup down the Valley of St. John to the City of St. John, which would be very much shorter than the present route.

Take Over Canada Atlantic.

His first hope and first desire would be that the government should take over the Canada Atlantic Railway and make it part of the Intercolonial Railway system. The Canada Atlantic could be got on reasonable terms, and with a moderate expenditure of money the Intercolonial would be extended to Depot Harbor, running thru our own territory, picking up traffic where the people wanted to have it picked up, and giving it an outlet and gateway thru our own ports.

As to the projected railway from Quebec eastward, if parliament could be satisfied that the country that would be traversed from Quebec to the prairies was a fertile country, if they could be told that it would support settlement, if it would furnish traffic from a local point of view, then he would say let them go ahead and build it as occasion arose, and as rapidly as circumstances justified. He would not be opposed to the immediate construction of that line, if all the necessary information were forthcoming; if, for instance, the cost of construction had been obtained, and other information which any ordinary common-sense business man would secure before embarking on any project. All the necessary information could have been secured in a couple of years at the utmost, and two years was no great time in the lifetime of the Canadian people. Surely Canada was not coming to an end so soon that two years was such an item in her life not to be considered. In two years there could have been an accurate exploration of the country and then the government could have come down to parliament and the country and given reasons for the faith that was in them, instead of asking Parliament to encumber the country with an expenditure of forty, fifty or sixty millions. They could have appealed with confidence to the country on solid grounds, and he was sure that the country would have solidly and readily sustained them.

What of the Outcome?

But as the government was plunging into this matter now we might ask what was going to be the outcome. No one would say that that northern country was not abundantly fertile. No man could say that it would not sustain large settlements. No one would tell that the country was not rich in as varied resources as any other portion of Canada, and why was it so? Because the country had absolutely no information, because no explorations had been made. If it should turn out that settlement could not be supported there, if there was nothing to attract traffic, and if it was found the resources were not such as to make it worth while to open up the country, then what a calamitous blunder his government was making! A line might first be built thru the prairie section.

An Impossibility.

Mr. Blair then referred to the clause in the bill which declares that the road shall be a common railway highway available for all railways that desire to use it. Such a scheme of running arrangement he declared to be a railway impossibility. He believed that if the government had consulted the general manager of the Grand Trunk he would have pointed out to them the utter absurdity of any such arrangement. Fancy an Intercolonial train starting out from Halifax or St. John and going thru to Port Simpson over this national highway without a stop. Or would the train proceed by degrees, stopping at intervals to give the crew time to sleep and eat, to change engines and soforth. It would mean that every railway using the Grand Trunk Pacific would have to have its own restaurants, its own engine houses and its own rest houses for its men. Every company would have to provide all these facilities. It would be very comfortable, but, of course, impossible. For every one hundred and one hundred and fifty miles, gangs of men would have to be maintained to repair engines and attend to other duties. The only practical way to conduct such a line would be for all the companies using it to agree upon a commission who would provide all these conveniences. Running rates could only be given for short hauls, and it was an impossibility to talk of giving running rates over thousands of miles.

The Only Way.

The only way would be to hand over the freight to a common line because traffic could not be handled under the provisions set forth in this scheme, the proposal to give running rights was impracticable, not to be seriously considered. He thought that if the government were to build this line it followed as an imperative necessity that the same reason which justified its construction by the government called for its operation by the government. There was no other way to enjoy the advantages supposed to accrue from government ownership, and when he spoke of government ownership or operating, it did not weigh a pinch of snuff whether it was by some departments or by some tribunal which the government might create; but at any rate it should be a tribunal that would be independent, and which would have no interest in the traffic carried over other lines. Whatever advantages great or small might come from government ownership, and he believed these advantages were greater than some people supposed, they could not be secured unless the government also operated the line. Instead of doing this they were handing it over to the Grand Trunk Pacific for fifty years, two generations, for all this time the property would be out of the government's hands. There can be no advantage commensurate with this loss.

Can't Regulate the Traffic.

The Grand Trunk Pacific was not in a position and would not carry the traffic of any other company on equal terms with themselves, and the country could constitute no tribunal, could set up no committee of investigation, that would be able to prevent them from giving an advantage to any company. The Grand Trunk Pacific employed the men, and every man engaged upon the road from end to end would look to them for wages and promotion, and his interest would be to win the confidence and good will of his employers. On the other hand a commission to operate the road, which had no interest in the competing railways, would have the confidence of all the railways. The only way they could operate it would be to bring their loaded cars to the point of intersection and hand them over to the commission managing the road who would transmit them to their destination.

Condemned the Scheme.

They were being led in a kind of hysterical frenzy. Having adopted the principles of government ownership, what were the cogent and convincing reasons for the government abandoning the principle of not operating the line? He strongly condemned this feature of the scheme. Considering the fact that railway companies had become so powerful that they can bring forward schemes involving millions and get them accepted, must people not come to the conclusion that in these minor things it would be impossible for the government to enforce the clauses and provisions incorporated in the contract.

Dealing with the prairie section the curious condition of things had developed in the project that the principle of government ownership was abandoned there. Why cut it off? He failed to understand the move himself. If it was a sound principle to own a railway from Quebec to Winnipeg, why part with the opportunity to extend the government line farther when the most fertile and productive section of the country was reached? Is there no limit, asked Mr. Blair, to the number of railways that he western country requires, or is the limit the demand made on the government by influential corporations? If that is the limit, it is one to which the government should not respond. The real question is, is another road necessary.

Is Question of Location.

As to the question of location, Mr. Blair said he had heard it stated that the Grand Trunk Pacific had assurances that it would be allowed to run its railway south of the Canadian Northern, and railways already constructed. He could not believe that statement, but if true he was prepared to say unhesitatingly that a railway building into that territory should not get one dollar from the public exchequer or one dollar of a guarantee. It would be an outrage on the people of Canada that government assistance should be given to a line after the western country had been developed and settled. If a company wished to build it should do so with its own money, and it should not get one farthing from the treasury. If new territory was to be opened up the government should construct and operate the road. This brought one again to the question. "Why all this haste?" asked Mr. Blair. "Why were we rushing into this project as if the very life, the existence of Canada depended upon it? Was there any dark cloud that the ratification of the scheme was going to lift? Was the justification for this scheme a fear that the Grand Trunk would not allow us two or three years hence to build a railway and make a present to them? Mr. Blair thought that in two or three years the Grand Trunk would be found in just as receptive a mood as at present. The true policy was to wait. If this was a wise scheme it would be an equally wise scheme two or three years hence, and then there might come one of those recurring cycles of depressed conditions when the exchequer might well be opened to help the people to tide over the situation until better times appeared.

In Midst of a Crisis.

The country has been in blissful ignorance until this moment that it was in the midst of a crisis. If a crisis existed, if there was impending a state of affairs so grave, the interests of the country were likely to be imperilled. He wanted to say that he for one would support even a proposition of this kind if it were going to relieve the country from dire consequences. It was said that unless this proposal were accepted, it would be to our unspeakable or irrevocable regret. He was free to confess, however, that he had heard something of that kind in an auction room. When such appeals were made, when they heard utterances of such a nature, when they were told that the credit of Canada at the present moment was in such a state that this liability should be incurred, he wanted to say that Canada would stand far higher in the estimation of the financial men, if in dealing with a proposition of this character she had moved with judgment and discretion.

Duplication of I.C.R.

Coming to the Quebec-Moncton section, Mr. Blair fiercely assailed the government's policy. He said the new road would be a rival for much of the same business which the I. C. R. possessed to-day. It meant that the government would build another railway out of its own means and dismantle the great Intercolonial, deplete it of its business and destroy its prospects, so that its future would be materially prejudiced and impaired. This was what he meant when he spoke of the paralleling, and he was satisfied that his views would be those of every reasonably minded man.

"For this duplication of the Intercolonial Railway, from Quebec to Moncton," said Mr. Blair, "there is no necessity, no reason, no end, good, bad or indifferent, that is to be served. It is absolutely useless. It is an absolute waste of public money. It not only means the destruction of the I. C. R., it is a sheer unjustifiable squandering of public money."

For seven years, Mr. Blair said, he had been striving to give the I. C. R. a better foothold. Now it was proposed to spend fifteen millions more to make former expenditures less useful and less effective, to make the Intercolonial Railway less valuable, and to injure the interests of the people along the line.

Reversal of Policy.

Mr. Blair showed how the I. C. R. had grown within the last seven years, how it had come to Montreal to secure a thru traffic, and had entailed an expenditure of $15,000,000 for improvements in terminals. That policy had been followed for seven years, and the question of the wisdom of it had never been challenged on the government side of the house. "We are not only reversing that policy," said Mr. Blair. "we are condemning a policy which we have followed for the past seven years. They are not only condemning it, but they are writing their condemnation in letters which can never be erased. They do not know what they are doing, and they do not care what they are doing."

Mr. Blair said that he knew nothing about the section from Levis to New Brunswick, and his impression was that the government did not know anything about it either. He had a suspicion that if they proceeded with the construction of the road as now stated, it would be the end of that grand all-Canadian transcontinental idea, because before they got thru they would find that the line had to slip into the United States and then out again, that it would have to be built for some distance on American territory in order to make the route practicable at all.

Saved Only 77 Miles.

The most favorable calculation showed a saving of only 77 miles between Montreal and Halifax. Under the circumstances this saving would be no advantage, because the I.C.R. was so exceptionally favorably situated for traffic with its easy grades.

"What is the use of talking," continued Mr. Blair. "Any man could see the fallacy of the thing the moment it is stated. The proposition is totally and absolutely unjust. The people will not stand for it. There is no influence that could be brought to bear upon the electorate of this country that could make them justify the outrage that is proposed to be perpetrated upon them."

Mr. Blair showed that the proposed line would not only have very heavy grade, but would go thru an unsettled country, which would rob it of the important aid given by local traffic. He asked how long it would be before the road was thrown back on the government's hands and they would be told they had made a useless expenditure, whose only effect could be to sacrifice the road they already possessed.

Mr. Blair declared that he stood emphatically against this feature of the scheme; and it appeared to him that the Intercolonial Railway, the people's railway, built with the people's money, had not a friend to-day in the whole ministerial ranks. (Hear, hear.)

But why should it not? For himself he proposed to stand by the Intercolonial so long as he remained in public life, nor would he permit that railway to be defamed or depreciated, without entering a protest, no matter by whom it was attempted.

The Board of Trade at Moncton said it wanted the road, but if he knew anything of the situation these very people would soon enough wish that they had never asked for it. It would never bring an additional pound of traffice to Moncton. On the contrary, the people of Moncton ought to be told that instead of being a great railway centre, equipped with splendid workshops, it would be side-tracked and those workshops would be dismantled. If this Grand Trunk Pacific was not going to be a failure that certainly would be the result in Moncton. Either one road or the other would have to be sacrificed and was the government going to sacrifice its infant babe. He thought not; it was the poor Intercolonial Railway that would have to pay the piper. He was positive that one of the first results of the construction of the Grand Trunk Pacific would be one-third, perhaps one-half, of the men now employed in Moncton workshops, would be dismissed.

The government had not taken one single man of the Intercolonial Railway staff into their confidence to ask his opinion as to the effect or consequence upon that railway of this new policy of theirs. The firm conviction of the officials of the Intercolonial Railway was exactly what he had stated.

Not the Shortest.

Sir Wilfrid Laurier, in introducing the bill, had said that the government's object was to have a railway that would give the Canadian people the cheapest and shortest route from ocean to ocean. If that was the object and the design of the scheme they had not carried it out.

Why to Moncton, asked Mr. Blair, if the object is to have the shortest route from ocean to ocean. Mr. Blair spoke of the great qualities of St. John as an ocean port and showed how it was capable of expansion. If the government wanted to take the shortest route why did it not go direct from Levis to St. John, a distance of 428 miles, rather than to Moncton, which meant a further journey of 170 miles?

If you are going to tell the western people that you are giving them the shortest and speediest route do so, said Mr. Blair. If you are not going to give them the shortest route do not say so. Haul down your flag at once and say that it is not a commercial line we are building; it is a political line.

Not a Redeeming Feature.

Examined from many points of view Mr. Blair said the proposition was unjustifiable. Both lines when built must be maintained and this would be a heavy charge upon the country, because the Intercolonial would be a direct charge, and the new road, which would necessarily be very expensive, because of its grades, would entail a loss which would fall directly upon the exchequer. That the I.C.R. could handle all the traffic offering was shown by the fact that its officials had told him that with a single track the Intercolonial could carry four times the traffic offering. That absolutely settled the question of the necessity for a new road. The two lines would necessarily compete for each others business, the government owning both and operating one in competition with the other. In any event it would destroy its own property. Such a spectacle was never before presented to human beings since the world began.

Where would the thing land the government? The Intercolonial would certainly relapse into a condition of large deficits, amounting possibly to nearly three-quarters of a million a year, and the new road would just as certainly entail heavy loss.

"Examine this scheme," continued Mr. Blair, anyway you like. "It fails to present to me a single redeeming feature in any phase whatever."

Mr. Blair ridiculed the argument that the scheme would mean thru and local trains in embarrassing abundance. If the interests of the country demanded it would be better to carry the freight over the Intercolonial at cost or less than cost, and make up the deficit from the treasury rather than build another road at a cost of $17,000,000.

Sir Wilfrid had told the House that commercial ideas were not to be considered in this matter. In answer to that he would remark that the commercial phase could not be dismissed. If it could not be considered from a commercial point of view it could not be considered at all. Were not the people who are going to use the line going to consider it from the standpoint of profit and loss? Were they not told that it was not only an all-Canadian route, but the cheapest and speediest. If it were, then the question of profit and loss was essentially bound up in the enterprise.

The Financial Aspect.

Dealing with the financial aspect of the scheme Mr. Blair said the distance from Levis to Moncton was 425 miles. If this section were built, which he doubted very much, he believed that it would cost $15,000,000. From Quebec to Winnipeg the distance would be 140 miles, and the road would cost $49,000,000, making the total cost of the road between Moncton and Winnipeg $65,000,000, which would be loaded as a debt upon the country. As to the six hundred miles of mountain section the estimated cost was thirty thousand dollars a mile. This would mean a government guarantee of $18,000,000 and $24,000,000, a total of $42,000,000.

Taking up clause 34 of the contract, Mr. Blair said that a reading of it suggested that the government were not satisfied that the proceeds of the stock issued would furnish sufficient capital for the undertaking on the estimate of $30,000 per mile. Dividing that as between the government guarantee and the amount the company would have to put up it would show that for the mountain section the company would require to put up $4,500,000, and for the other section $3,250,000, a total of $7,750,000. To meet this the company would have $20,000,000 of preferred stock, but out of this there would have to be taken $15,000,000 for equipment.

Would "Acquire" the Stock.

Of course, there was also a guarantee of $5,000,000 to be put up. By Sec. 13 the government was bound to return this deposit of $5,000,000 on the completion of the construction of the western division, so that the whole $20,000,000 would clearly be used for equipment. What else had they? They had $25,000,000 of common stock. That amount, however, was apparently not an asset which was available. If the company prospered dividends would be payable on this stock, but it was to be handed over to the Grand Trunk to be kept in their treasury for the whole period of fifty years. It was not that the Grand Trunk would subscribe for themselves. The Grand Trunk would not pay for them in the ordinary way and be liable to calls in view of this stock. The whole thing was a nice little arrangement between the Grand Trunk Pacific and the Grand Trunk, whereby the latter would "acquire" this stock. They would pay nothing but they would reap the dividends, if any. It must be remembered that the Grand Trunk and the Grand Trunk Pacific are one and the same red-headed boy." The interest on the eastern sections would be $1,950,000 a year for ten years, or $19,500,000, and with the expensive mountain sections it was a very remote possibility that even at the expiration of ten years the roads would be able to pay interest, so the country would certainly have to pay it. The interest upon the mountain section to be drawn for seven years would amount to $4,750,000, on the prairie section for two and a half years, $750,000, and on the eastern section for half of the eight years of construction, $7,500,000 more. It was apparently the expectation that bonds would have to be issued to enable the government to carry this large sum of money at 3½ per cent., 1½ per cent. more than the Grand Trunk Pacific would pay them, and this would add still further to the gross amount this scheme would cost the country. This would mean ½ per cent. to be added to the deficit during the fifty years to the accumulated burden already shown, which would add $18,850,000, making in all $139,000,000 to represent the direct and indirect liabilities assumed by the government in connection with the enterprise.

A Large Burden.

"The direct amount," said Mr. Blair, "is $121,000,000. Strike out the $18,000,000 and leave the $121,000,000. That is a large burden, of such magnitude that one might well think some had seen visions and others had been dreaming dreams." Because the country has a surplus of $20,000,000, Mr. Blair said that it was no reason why it should assume an obligation of $120,000,000. The Premier had stated that the road would cost $20,000,000 or $30,000,000. Surely, Sir Wilfrid had not studied the financial phase of the question, or he would not have made that statement. On the eastern section of the road $65,000,000 would be spent. This amount would be added to our obligations, an while revenues are booming now a less favorable period was bound to come and lower revenues.

Take Company's Word.

Mr. Blair then referred to the clauses in its branches shall, unless otherwise provided, originating on the Grand Trunk Pacific or its branches shall, unless otherwise noted, be delivered to a Canadian port. He pointed out that no penalty of any kind is imposed upo nthe company for violation of this provision. The government was simply taking the word of the company, and the time will come when it will be impossible to get the railway to do anything that it cannot be compelled to do. Mr. Hays had stated frankly to the Railway Committee that it is not possible to control the traffic of a railway and that people will route as they please. The result could only be that the traffic would be routed to Portland and nothing could prevent it. There was only the agreement with the Grand Trunk Pacific that traffic would be routed to Canadian ports, but the Grand Trunk Pacific was simply in the hands of the Grand Trunk Company. The Grand Trunk did not obligate itself in the matter. They would send out their solicitors for freight into the western country and it would be difficult to withstand the pressure they would make.

Will Take Consequences.

In conclusion Mr. Blair said: "I have endeavored to put the position before the House as early as I could, in defence and justification of my own action in retiring from the administration on this measure. I fully realize that so far as I may have made a strong presentation of the case against the government's policy, just to that extent it will operate to the prejudice of the status of many of my friends on this side of the House. I regret that extremely, but it was absolutely unavoidable. I had to justify myself and I have endeavored to do so with no feelings of bitterness, no feelings of acrimony, but with the determination to put the case just as it presented itself to my own mind, and I am prepared to take the consequences of my own action.

"Perhaps some of these behind me may make sneering references to the course I have pursued and may question the bonafides of my action. I can say, however, that I have the satisfaction in my own mind and conscience that I did not lend myself by word or action to the maintenance of the course now taken by the government, which I think must be disastrous to the best interests of Canada. I would be glad if any appeal I am making could reach the ears of those controlling the matter, but I know that appeal would be in vain. I would appeal to them to think more before pressing the matter for their own sakes, if for no one else, to think what would be the consequences of their persistent determination to press this matter upon the country. I appeal to them, I repeat, in their own interest and upon behalf of that party during a whole life I have been actively and politically allied with."

Sneers From Government Benches.

At this several members on the government side of the House laughed derisively, and Blair, turning on his interrupters, said:

"They sneer at me. I can understand it and I can return it to them. I would like to have my records in public life compared with the records of some these gentlemen interrupting. I know no man ever gets credit from certain quarters for acting according to his sense of duty, and I expect these aspersions, but I have the consciousness of having done my duty, and I appeal to those gentlemen, many of whom I think respect me, and my actions, and whose opinions are not very far removed from those I have expressed to-day, and who will appreciate my attitude—I appeal to them in the hope that they will bring their great influence to persuade the government not to further prosecute this measure. I have not hope that any opinions I may express can influence them. I, however, am satisfied that I have done my duty, feeling that every man in this parliament is just as answerable for the result of the course he takes as I am, and I am answerable as they. Neither can shift upon the shoulders of the government the responsibility of this project. Every man must exercise his judgment according to his conscience, and I claim the same privilege for myself."

Thruout his speech Blair had been warmly applauded by the opposition benches. Now as the former Minister of Railways sat down he was greeted with deafening acclaim by the Conservatives, but not a murmur of applause came from the government side of the House. To the surprise of many mebers on both sides of the House John Carlton rose to reply.

Mr. Charlton Replies.

Mr. Charlton argued that the government had given the subject deep thought before coming to a decision upon it. He declared that this subject had been before the country for months—for years almost. The railway could not be built for five years, and the government was simply preparing for conditions in the West five years hence when the production of that section would be quadrupled. Mr. Blair had accused the government of being animated chiefly by a desire to please Senator Cox. "but that," said Mr. Charlton, "was an imputation unworthy of the honorable gentleman applied to his late colleagues, who are providing for a great national emergency." He declared that, despite the fact that Mr. Blair had made light of it, the threat of the Americans to withdraw the bonding privilege was a real menace to this country.

"We do not believe," he said, "that we are at the mercy of the United States, but we want to provide against the possibility of being placed in that position."

Blair's Former Speech.

Mr. Charlton recalled a speech made by Mr. Blair at Vancouver in October last year. Mr. Blair then enunciated the view that more railways were necessary and that the government should go to all reasonable lengths to meet this need. The country, he had further stated, required another transcontinental railway, and he would like to see it constructed right away, nor did that language compare with Mr. Blair's utterances to-night. Mr. Charlton hinted that Mr. Blair had resigned because he was not consulted as he should have been in connection with the Grand Trunk Pacific Railway scheme. He thought thought there must be a motive behind the resignation, and some of Mr. Blair's words had confirmed this theory. He claimed that the speech made by Mr. Blair in Vancouver foreshadowed government action along the line of a transcontinental railway. Why did he not resign then. Mr. Charlton said he sympathized with the principle of government ownership himself. He had presented his argument to the government, which had cordially considered it, and then rejected it.

"Had it been accepted on my responsibility," said Mr. Charlton, "I should have trembled for the consequences." "The danger," Mr. Charlton continued, "would lie in the difficulty of having the road honestly constructed. He denied that information was lacking in regard to the country between Quebec and Winnipeg, and cited the result of one or two surveys to falsify this statement. Mr. Charlton wrote out a blank cheque in favor of the country which the Grand Trunk Pacific will open up. He disputed Mr. Blair's theory that the running rights reserved for other railways would prove worthless.

Mr. Charlton continued to defend the scheme until about 11 o'clock, when he moved the adjournment of the debate. He will have the floor when the House meets to-morrow.

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HOUSE BREAKERS REMANDED.

Police Want More Evidence Against Them Before They Are Sentenced.

Charles Quackenbush, Thomas Gallagher, alias Murphy, and Stephen Doyle appeared before Magistrate Denison yesterday, charged with house-breaking and burglary. They were remanded for a week, that more information might be obtained about the numerous robberies thruout Ontario, of which it is alleged that have been guilty. Quackenbush exhibited signs of anxiety when an adjournment for a week was decided upon. He wanted to receive his sentence forthwith. This anxiety is looked upon as a sign of the fear that the three crooks feel that delay will lonly double their punishment. They fear that many more misdeeds will be brought to their doors.

When arraigned they all pleaded guilty to the charge of entering the premises of Mrs. Adelaide Brodie, at 469 Sherbourne-street.

Thinking of what their sentences are to be is giving the three crooks no little trouble, especially Quackenbush.

The police are busily engaged looking into the different robberies and burglaries that have occurred lately, and are confident of attaching the majority of the recent depredations upon these prisoners.

May Have Been to Hamilton.

The detectives who were engaged on the case are confident that these three men are responsible for the Hamilton robberies that have been happening almost nightly for several weeks back. The fourth man who was with them at the time of the arrest on Sherbourne-street, the police think, is probably a stranger to the city, and has, no doubt, cleared out by this time. The utmost vigilance since the capture has failed to locate him.

A well-known police official who discussed the daring capture of the three robbers declared that in these men they had the ring-leaders of the most dangerous gang that have ever operated in the city. The fact that they did not make a strong bid for liberty when come upon so suddenly by Detective Forrest is more than he could understand. He remarked: "These men have all had records, having served terms in our prisons on numerous occasions. That they would give up their liberty without the semblance of trouble is more than I can understand. It may be that the suddenness of the detective's approach completely unnerved them. But even this would not explain why Murphy, who held a pistol in his hand and saw the approach of the officer, was afraid to shoot. Burglars who enter houses in broad daylight are sufficiently desperate to protect their life, even with the death of another. Quackenbush, too, who was thoroly alive to the fact that he would receive the full penalty for is numerous offences, was a great surprise. Why he did not make a break for liberty or fire upon anyone who attempted to hamper his liberty is quite odd. If when escaping from Central Prison he would brave the chance of being shot down by the guards, it is peculiar that he would give up his freedom on this occasion so freely."

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TIME TABLE.

GOING NORTH C.P.R. Crossing (Toronto) (Leave)	A.M. 6.00	A.M. 7.20	A.M. 9.40	A.M. 11.30
	P.M. 1.30	P.M. 2.40	P.M. 4.00	P.M. 5.40	P.M. 7.45
GOING SOUTH Newmarket (Leave)	A.M.	A.M. 7.30	A.M. 9.15	A.M. 11.15
	P.M. 2.00	P.M. 3.15	P.M. 4.15	P.M. 6.00	P.M. 7.30

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