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RISING TIDE AGAINST G. T. PACIFIC INCREASED BY BLAIR'S DECISION TO FIGHT

Feeling All Over Canada That Railroad Scheme Must Be Beaten.

Ex-Minister's Resignation and Future Course Still the Chief Topic Everywhere --- Country Has Not Been So Shaken Politically for Many Years --- Liberals Who Oppose Their Party Because of the G. T. P. --- Newspaper Comment.

Montreal, Oct. 21--(Special)--Telegrams from all quarters show that there has been in Canada no such political ferment for many years as has followed the announcement of Mr. Blair's decision to fight the Grand Trunk Pacific scheme to a finish.

This news has swelled the rising tide of hostility to the railway deal throughout the Dominion, and friends of the Grand Trunk combination are shaking in their shoes as they consider the prospects.

All sorts of reports are afloat about disclosures to come, and it is realized on all sides that Mr. Blair's resignation was but the beginning. The impression is gaining ground in all directions that the railway project is doomed. The appearance of Mr. Blair in the arena lends new fire to the opposition in every province of Canada, for he exposed the injustice which the government's plan would inflict upon every section of the country.

There is panic in the ranks of the Grand Trunk gang. They were taken by surprise, and cannot hope now to stem the torrent of popular feeling against a plan which would rob Canadian taxpayers for the gain of a corporation whose interests centre largely in Portland, Maine.

Conservatives, Independents and an army of Liberals, are united in their desire and determination to beat the G. T. Pacific deal. The closing days of the campaign, therefore, will fight such as Canada never before witnessed. The demand that Mr. Blair take the stump against the railway is increasing, and when he does so the confusion of the Grand Trunk forces will be complete.

RESIGNATION OF BLAIR WAS BRIEF

Ottawa, Oct. 21--(Special)--The resignation of Hon. A. G. Blair is couched in the briefest terms. It reads: "I hereby resign the position I hold as chief commissioner and member of the railroad board."

Hon. Mr. Scott, in acknowledging the receipt of the copy, expressed to his former colleague the regret which he felt at Mr. Blair's resignation of an office which he was eminently qualified to fill.

BLAIR CHEERY OVER SITUATION

Ottawa, Oct. 21--(Special)--Mr. Blair was at his office in the commission building this morning. He appeared in great humor and spirits. The public may be moved in the matter, people may indulge all sorts of speculation, but Mr. Blair is not worrying. With his wonted cordiality, he received press representatives, chatted somewhat freely, but as to the crucial question of what's in the wind or what his resignation means, Mr. Blair said he had no statement. He wouldn't vouchsafe an opinion as to when there would be one or if there would be any at all.

Mr. Blair was reminded of the persistent rumors about his acceptance of a big railway commission. "I have only laughed at that," he remarked.

WANTS BLAIR TO DISSECT SCHEME

Ottawa, Oct. 21--(Special)--The evening Journal (Independent and anti-Grand Trunk Pacific) says editorially in part: "It would be interesting to have the prin-

WHY FREIGHT WILL GO TO PORTLAND

The Grand Trunk has been spending a great deal of money recently in improving its terminal at Portland. Take that fact in connection with Hon. Mr. Blair's closely reasoned explanation as to the manner in which the Grand Trunk may evade the flimsy agreement to send even unrecruited traffic to Canadian ports. Said Hon. Mr. Blair:

"Of course the company agree that they will not in any manner encourage the transportation of such trade by routes other than those provided. Of course, they agree to that and very possibly will adhere to the agreement as far as first is concerned. But they will say: We do not encourage the diversion of traffic. We have adhered to the letter of our contract. Whatever others may have done we have not done anything contrary to our agreement. These people have routed this traffic in that way and in that way it must go and you have the frank acknowledgment of Mr. Hays that he would not undertake to control any traffic which might be routed in any other direction."

"All this, I think, points very clearly in one direction and one direction only that it emphasizes to my mind in a sense the position which I have taken for some time past and which I took in my opening remarks this afternoon in respect to this measure. It shows that if it were so important that we should spend \$120,000,000 to try and get the western traffic to find its outlet through Canadian ports, then, it is vital that the government should not only own but operate these railways, because in no other way can you guarantee that the traffic will go through a Canadian outlet."

"We are spending the money and we are getting nothing for it. I know whereof I speak in this regard."

He could not be seen. His name is withheld for that reason. James Kennedy, president of the Canadian Drug Company, said: "I think the government is all at sea in regard to this G. T. P. scheme. I look at the question purely from a business standpoint, saying nothing as to the choice of route or the management; and as a business man I must strongly condemn this transaction which causes the people to pay nine-tenths of the cost of construction and then hands the road over to a private company, to make what it can out of it. It is altogether one-sided and wholly in the interests of the Grand Trunk. A shareholder in that railway would undoubtedly support the measure because it is the greatest gift any government ever proposed to bestow on a railway or other company. Again I oppose this scheme because no provision has been made to ensure the traffic passing through Canadian ports. If thought Borden brought out this had feature of the scheme in an excellent manner when he questioned Hon. Mr. Fielding in the house."

TAXING THE PEOPLE FOR A PRIVATE CORPORATION

Toronto, Oct. 21--The Mail and Empire says editorially of Mr. Blair's resignation: This is the second time that Mr. Blair has called the attention of his fellow-countrymen to this great subject. His first, and not less startling, appeal was embodied in his historic speech in parliament protesting against the deal. It was said on that occasion that Mr. Blair had sacrificed his cabinet position to oppose the government scheme in a fit of petulance and not on principle. But anyone who studies the history of the question will be forced to the conclusion that this is an altogether mistaken view of the case. The Laurier government had proceeded on a definite plan with regard to transportation for several years, and it was only when that plan was changed and its policy that Mr. Blair stepped out. It was impossible, after the position Mr. Blair had taken, for that gentleman, as minister of railways, to become responsible for the new proposition. The judgment passed upon this affair by Mr. Blair was a keen and sweeping condemnation. It was proven that the scheme was hastily prepared, that it was a reversal of the policy so far pursued by the government; that it actually transferred us for government ownership, but at the control and the profits over to a private company, and that it called for an outlay of \$130,000,000 for no satisfactory purpose. If the scheme was had in 1903, what can be said of its condition today? At the last session of parliament the contract was altered at the instigation of the company, and was made much worse for the country. The cost has been increased; the guarantees have been reduced. What Mr. Blair condemned in 1903 was a modest blunder compared with that now before us. But this is not the worst feature of the situation. Why was the contract of 1903 revised and made more favorable for the company? Simply because the company demanded better terms. The company had merely to require the Ottawa government to alter the conditions and every minister was at once busy at the work. This means that today the bargain is not really final. The government cannot so revise it as to make it easier for the country, but it may alter it, as it has already done, to make it a heavier burden.

As a matter of fact, the scheme is un sound, because it taxes the people to build a public road for a private corporation. More than this, it is perilous, for it calls for a vast sum of public money, and threatens more exacting demands. This thing ought to be fought by everybody, not in order to delay development, but to promote progress on national lines. Mr. Blair, who so ably criticized the first scheme, would render a service to his country were he to come forward, as he is free to do now that he is out of office, and give his views of the affair in its present shape. Pronounced by Sir Wilfrid Laurier the greatest and ablest railway expert in Canada, his opinion would be received with great respect, and it might go a long way towards saving us, not merely from a blunder, but from a national disaster.

LOCAL EFFECT OF MR. BLAIR'S COURSE

The political market grows more panicky every day. Mr. Blair's resignation is having greater effect in each succeeding twenty-four hours. An array of prominent Liberals has already lined up on the side of opposition to the G. T. P. scheme for they see that St. John's interests do not rest in the imposition of this deal upon the country; but there are no converts to the government's transcendent scheme.

Leaving the Ranks.

But, perhaps, more than anything else which is begetting the G. T. P. support here, is the defection of leading Liberals from the ranks into the support of the opposition candidates. First was James F. Robertson who saw what lay in the G. T. P. was to work St. John Street. Rumor now tells of another prominent Liberal business man who has decided to vote for Daniel and Stockton. A reporter called to see him last night but as he was

ill he could not be seen. His name is withheld for that reason.

James Kennedy, president of the Canadian Drug Company, said: "I think the government is all at sea in regard to this G. T. P. scheme. I look at the question purely from a business standpoint, saying nothing as to the choice of route or the management; and as a business man I must strongly condemn this transaction which causes the people to pay nine-tenths of the cost of construction and then hands the road over to a private company, to make what it can out of it. It is altogether one-sided and wholly in the interests of the Grand Trunk. A shareholder in that railway would undoubtedly support the measure because it is the greatest gift any government ever proposed to bestow on a railway or other company. Again I oppose this scheme because no provision has been made to ensure the traffic passing through Canadian ports. If thought Borden brought out this had feature of the scheme in an excellent manner when he questioned Hon. Mr. Fielding in the house."

W. Malcolm Mackay is quoted as in doubtful mood about the propriety of continuing his support of the government. Ex-Ald. T. J. McPherson comes out squarely and says because of the G. T. P. he will vote the opposition ticket. H. D. Troop, of Troop & Son, has declared himself opposed to the G. T. P. and Capt. E. C. Elkin is quoted as finding the railway gift too much for him. And so it goes on with each day, all pointing to a great expression of opinion against the unpopular railway measure.

WAINWRIGHT GIVES AWAY THE G. T. PACIFIC GAME IN HIS INTERVIEW

Says St. John Must Provide Facilities to Handle Western Traffic, or--There's Portland

He and Hays Both Know St. John Has Refused and Cannot Afford to Build More Wharves--A Veiled Threat, Disclosing the Grand Trunk's Determination to Favor Its Own Terminal in Maine --St. John Correspondent of the World Exposes the Game.

Montreal, Oct. 23--(Special) The Toronto World prints the following:--

MUST PROVIDE FACILITIES FOR GRAND TRUNK PACIFIC

Mr. Wainwright Creates a Sensation at St. John and Halifax by a Thinly Veiled Threat.

St. John, Oct. 22--(Special)--Mr. Wainwright, second vice-president of the Grand Trunk Pacific and general assistant controller of the Grand Trunk, whose presence in St. John the past two days has caused considerable speculation, left this morning to inspect the Central railway, which runs from Norton to Minto, with

THE KIND OF COW WE DO NOT WANT



Fed in Canada--Milked at Portland, Maine, U. S. A.

J. S. CLIMO SCORES G. T. P. PROJECT

To the Editor of the Telegraph:

Sir: The present is, perhaps, the most momentous crisis in the history of New Brunswick. The votes we will soon cast will count for the future weal or woe of this magnificent province, this province possessing an ever open seaport on the eastern seaboard, which with national development could easily accommodate the greatest possible output of freight the west could send in the future. The destiny of the nation is before the people of the G. T. P. Pacific Railway. This railway, with its terminus at Moncton, would infallibly divert the trade which should come to St. John to the city of Portland (Me.) Surely such a possibility is worth every man's most serious thought. What this country wants immediately are men who can follow in the wake of the only sturdy representative New Brunswick has thus far produced--the Hon. A. G. Blair--a man who has with the most indomitable energy worked for the best interests of Canada. The men we need to represent us

on the floors of the house are men of sufficient independence to stand up for a cause that is just, and sufficient ability to support the right of St. John to a fair share of the trade of this country.

Heretofore (vide Senator Wark's article in the Globe) New Brunswick has been cast aside to the advantage of the sister province, Nova Scotia, therefore do we can produce, and I say it without fear of contradiction that in Dr. A. A. Stockton we may find as truly a champion of our rights as the Hon. A. G. Blair. We have seen it time and again when he was in opposition in the local parliament here. He has shown his independence in the same manner as Hon. A. G. Blair has shown his, by giving to party allegiance when he thought a wrong was being done his country.

Partisan politics as the country advances in education will be more and more

a thing of the past. In Mr. Stockton we have a deliberate and fair minded thinker and not a craven follower of party. With Mr. Borden for Nova Scotia, whose best interests he will be expected to espouse, and Mr. Stockton for New Brunswick we shall have a chance of at least a fair share of the business of Canada as both men agree to nationalize the ports of Montreal, Quebec, St. John and Halifax.

There is no side-tracking in this arrangement, all is equitable and fair. In regard to the main line of the G. T. P. as now arranged there is no possibility of using the proposed eastern section until years, probably, after the traffic is conveyed to Portland route by the earlier mentioned western end of the line, which is tantamount to shutting off New Brunswick from sharing benefits of the present scheme. Canada for the Canadians is the cry all the time, but Canada for Pons and

There are two men in the field seeking to represent us at Ottawa and the choice rests with the people. I am yours, etc. J. S. CLIMO, St. John, N. B., Oct. 21, 1904.

Recent Truro Deaths.

Truro, N. S., Oct. 21--(Special)--Mrs. Mary Fleming, widow of William Fleming, one of the oldest ladies in Colchester, died at her home this afternoon. Had she lived till tomorrow she would have been 95 years seven months old. Deceased was the third daughter of the late Alexander and Jane Kent, born March 25, 1809, and married at Truro to William Fleming who died thirty-one years ago. There was a family of nine children, of whom there are living Isabel, wife of Hon. F. A. Lawrence, Liberal candidate in Colchester; Susan, wife of Major Laurence; Mrs. Kennedy and Alexander Fleming.

Read What the Liberal Leaders Say

H. A. McKEOWN, EX-M. P. P. ST. JOHN, N. B. says: "I take great pleasure in stating that I have used Hawker's Tolu and Cherry Balsam for the last eight years and consider it the best cough cure I ever used. I find Hawker's Liver Pills an excellent liver regulator."

THOMAS McAVITY, ESQUIRE ST. JOHN, N. B. writes: "I take great pleasure in stating that I have used Hawker's Tolu and Wild Cherry Balsam in my family for years, and find it an excellent remedy for coughs and colds."

Then Take the Other Side of Politics. For Instance:

W. S. FISHER, ESQUIRE, of the well-known firm of Emerson & Fisher, St. John, N. B., says: "I have much pleasure in stating that I have found Dr. Manning's German Remedy most effective for the treatment of Neuralgia, Pains, etc. As a general family liniment I consider it unequalled."

The Canadian Drug Co., Limited Sole Proprietors, St. John, N. B.