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SUN PRINTING COMPANY,

ALFRED MARKHAM, Manager.

THE SEMI-WEEKLY SUN

ST. JOHN, N. B., OCTOBER 24, 1900.

MR. BLAIR'S DEFIANCE.

Mr. Blair made a rather violent speech in Carleton Tuesday. He was quite noisy, quite reckless, and generally truculent, but in no way convincing or persuasive. There is no advantage in calling Mr. Blair a windbag, and this journal does not propose to imitate the style of criticism in which the government organs indulge. When Mr. Blair declares that his party has kept its pledges we refer him to the statement of a much abler and more eminent liberal, Mr. John Charlton, who says that the pledges have not been fulfilled. Some effort has been made to present the record of promise and performance to the electors, and they are in a fair position to decide between Mr. Blair and Mr. Charlton.

Having this knowledge, the people of the West Side were more concerned to hear something from the minister on a question concerning which he might have some useful information to give. They wanted to know about the prospects for winter port traffic. Here is where Mr. Blair failed them. He said that there would be ships and there would be freight for export by both lines. But the minister was indistinct as to details. He declares that he will hold to the position that he has taken as to traffic arrangements with the Canadian Pacific. Mr. Shaughnessy has said that if Mr. Blair holds to his position the Canadian Pacific will not bring export freight. The question to be settled is whether Mr. Blair or President Shaughnessy is the better authority on the plans of the Canadian Pacific.

Mr. Blair says the winter ships will come. The managers of the steamship companies say that the ships will not come unless the railway difficulty is settled. Mr. Shaughnessy says that the difficulty will not be settled on the terms which Mr. Blair makes. Mr. Blair says that he will not change the terms, and assures St. John that in refusing to change them he has Sir Wilfrid Laurier and the whole cabinet at his back.

Sir Wilfrid Laurier and his colleagues are now boasting that they will get a majority of forty or so in Quebec province alone. Their organs say that New Brunswick always goes with the government, no matter which party is in. Believing this, the ministers will probably not worry about the St. John electors, or care what the people of St. John think, or what they suffer.

It remains for the St. John electors to do what they can to protect themselves from their rather insolent masters in this province and out of it.

INDEPENDENCE OF PARLIAMENT.

It was in the year of the last dominion election, and only a few months before the polling, that Mr. Mulock introduced his bill to make it unlawful for members of the house to take office until one year after the dissolution of the parliament to which they were elected. Mr. Mulock made a great speech that day. He told the house that it was a scandal and an outrage for members to take offices. He described office-taking members as corrupting influences in the house and in the country, and declared that they degraded parliament from its high position, and caused the people outside to suppose that members were there not to serve the country but to get a job. Mr. Lister, a fellow member, supported the measure and used still stronger language concerning members who sought or accepted positions from the government.

This was in the winter of 1896. In the summer of 1896, after the election, Sir Wilfrid wrote to Mr. Langelier, promising him either the position of a judge or that of lieutenant governor—whichever was the first in reach. The member sat in the house two sessions and voted government measures through with this pledge in his pocket. He did not receive the first appointment, and then he made public the pledge and opened fire on Mr. Tarte. Then they made him a judge. Mr. Mulock got his own office at the beginning. Mr. Lister got his after two years, and as chairman of the Drummond railway committee steered Mr. Blair and Mr. Tarte through some of their difficulties while the appointment was waiting for him to be ready for it. The appointment of Mr. Stenson, made this week, is number sixteen in the list of members who have created a scandal by taking appointments since the change of government. Five of these mercenary and dependant members went to the senate. Two were appointed to governorships. Five have gone on the bench. One is a postmaster, one an immigration agent, one an inland revenue inspector, and one a collector of customs. In all they draw from the public treasury an income of $51,700 a year, besides some $7,000 in incidental allowances. And Mr. Mulock is one of the ministers who have kept these "corrupting influences" in motion.

THE EFFECT OF TREACHERY.

Less than five years ago Mr. Chamberlain in the course of a careful speech on imperial trade questions laid down the proposition that Great Britain would go a long way to meet the colonies in a mutual tariff arrangement. He mentioned grain, sugar and meat as three articles on which an import tax might be imposed by England in connection with such an arrangement. Other members of Salisbury's government spoke in the same sense, but all agreed then and afterwards that the proposals must come from the colonies.

The invitation to make proposals came definitely before Sir Wilfrid Laurier and the other colonial premiers at the time of the Jubilee. Sir Wilfrid went to England on that occasion solemnly pledged to seek an exchange of tariff preference with the rest of the empire. He was allowed a better opportunity than he could have expected, for he did not have to introduce the subject. It was introduced for him by the colonial secretary and he was asked to speak on it.

That was the time for Sir Wilfrid to say that he had come under a pledge to ask for a British preference. Sir Wilfrid did not say that. He told the imperial minister and the other colonial representatives assembled that Canada did not want a preference in the British market, but desired England to continue admitting foreign goods on the same terms as colonial products.

The effect of this message was wonderful. There was no more talk of imperial trade arrangements. Those colonial representatives who had gone to London to advocate an imperial preference were deprived of the support of the premier colony from which the most help was expected and gave up without much further words. They were no doubt surprised at the Canadian premier's action, after having read his Canadian declarations, and the repeated declarations of the Canadian parliament. But there was nothing more to be done.

Mr. Chamberlain's opponents in English politics got a great deal of fun out of his disappointments. They had made the most of the departures from the Cobden club doctrines in his imperialist speeches, and the snub which he and his projects got from the Canadian premier was a boon to the Little Englanders. Mr. Chamberlain seems to have felt it deeply, for he is reported to have said that after the reception his idea met from Canada at the imperial conference he would not now touch the question of an imperial tariff arrangement with a pair of tongs.

Sir Michael Hicks-Beach, who is chancellor of the exchequer, belongs to the old economic school. Mr. Chamberlain could never have expected much help from him. When the imperial preference is given to colonial products the scheme will be worked out by a different type of man from the present imperial minister of finance. It will be judged from the brief report of Sir Michael's speech at Liverpool yesterday that he derives comfort and support from the position taken by Sir Wilfrid Laurier at the Jubilee conference. He would doubtless agree that the Canadian premier was entitled to the Cobden medal, for the influence of his action in postponing the adoption of any measure of imperial preference to Canadian produce. Probably Sir Michael would have fought against such a departure in any case, but he is not strong enough to resist a popular movement. The position taken by the Canadian premier supplies the strength that is lacking, for it enables him to say that the preferential scheme of the imperial tariff preference is not popular in the colonies in whose interest it was designed.

MR. FIELDING IN ST. JOHN.

(Daily Sun, Oct. 25th.)

Mr. Fielding is always an agreeable speaker, though he does not always add anything to the sum of human knowledge. The Opera House audience of last night heard him proclaim the merits of this government, but if they applied the test which he laid down they might not agree with his conclusions. We have all heard before this of the growing time, and there is no doubt that the total cost of goods imported and exported is greater than it was a few years ago. But when Mr. Fielding tells us that the expenditure has increased because of the Yukon, he should also say that trade has increased because of the Yukon. Mr. Charlton says that the government is claiming credit for matters with which it had nothing to do, but the rebuke of Mr. Charlton has no effect on Mr. Fielding. For instance, we do not suppose the Fielding government would admit a responsibility for the present high price of coal. But if the coal is brought in at six dollars per ton, instead of four, we have in this item a gain of fifty per cent in the value of imports, though not an extra ton of coal is brought in.

Mr. Fielding tells us here in St. John of the increased population, and of the increased value of real estate. Does he know whether St. John is more populous than it was five years ago? Can he say that the exodus from New Brunswick has been less in the last two years than it was in the two years before he became finance minister? Can he show that real estate in this city is worth more than it was five years ago? Can he make good the statement that New Brunswick farmers are in greater demand or command higher prices than they did five years ago?

Toronto city elects four members in three constituencies. It is quite certain to return the four liberal conservative candidates, and in that belief the party organizations have endeavored to place in the field a ticket of great strength in the business community. The candidates are Mr. Kemp, president of the Board of Trade, and its last delegate to the chamber of commerce of the empire; Mr. Brock, ex-president of the Board of Trade, and perhaps the leading merchant in his line in Ontario; Mr. Osler, manager of loan companies and broker, also an ex-president of the Board of Trade, and Mr. E. F. Clarke, four terms elected mayor of the city. Any one of these four would be abundantly qualified to be a cabinet minister, though probably three of them won't be unwilling to make the sacrifice of accepting such an office.

It is a poor day when some prominent liberal does not leave his party. Mr. W. A. Killam, one of the prominent men in Yarmouth, and an active liberal of thirty years standing, has withdrawn from his party and will vote against the government. Mr. Baxter, one of the leading liberals in Victoria county, in this province, and one of the most active campaigners, has addressed a letter to his fellow liberals in the constituency, asking them to vote for the opposition candidate as a protest against the deal with Mr. Costigan.

La Patrie, Mr. Tarte's paper, has an interesting cartoon in Saturday's issue. Sir Charles Tupper is presented in the garb of a fisherman standing on a log. A strong fellow with the name Baptiste on his cap is preparing to strike with a huge shovel a treacherous blow from behind on an exposed part of the body of the stooping angler. Beneath the picture we read: "Sir Charles is in great danger. See how Baptiste gets ready to hit him with the shovel."

Mr. Tarte's Patrie makes this gentle criticism of Mr. Bergeron, the genial, loyal, and able French Canadian member for Beauharnois, whose patriotic address at the Foster banquet in this city last year has not been forgotten: "Mr. Bergeron is the instrument of "toryism, and the associate of the "eaters of the French who are at this "moment in the English provinces "making their fight by saying that a "French Canadian is not fit to be "prime minister of the country."

Mr. Charlton has made a speech somewhat in line with his letter, but perhaps a little milder. He now says that "the record of the heads of the departments is as good as was presented by their predecessors." After the way in which Mr. Charlton assailed the predecessors of Mr. Blair, Mr. Tarte and Mr. Sifton, this is rather good.

The St. John Development Club is vindicating its name. There is no way in which these young men can do more at the present moment for the development of the city than to assist in the election of Mr. Foster and Mr. Stockton.

There is nothing like tory agitation to stir up the Laurier government to its duty. We are able today to publish the names of the soldiers returning in the Idaho. A few days ago the department thought it would cost too much to get them.

Mr. Charlton is beginning to catch it already. The Montreal Herald and other government organs are after him with double leaded editorials.

SUSSEX.

SUSSEX, Oct. 25.—Wm. J. Young died of consumption at 6.30 this evening at the residence of William Spear, I. C. R. freight agent here. Mr. Young was one time employed by W. B. McKay & Co., but some time ago gave up work and went out west for his health. Not improving any, he returned home last spring, and has been gradually failing ever since. Mr. Young was highly respected by all. The funeral takes place on Saturday, the 27th inst., at 4 p. m., the interment taking place at the Upper Corner cemetery, Rev. J. S. Sutherland conducting the services.

LEBLANC'S POOR SHOWING.

RICHIBUCTO, Oct. 25.—Hon. A. E. Turgeon of the Quebec government, in company with Mr. Leblanc, held a meeting last evening at Lower Village. Basil J. Johnson met Mr. Turgeon, on behalf of Mr. McInerney, and made such an able reply that he carried the meeting with him. Mr. Leblanc made such a poor showing that Mr. Turgeon left the county this morning, notwithstanding the fact that he was advertised to speak this evening in St. Louis, one of the largest Acadian parishes in the county.

MORRISEY NOMINATED.

CHATHAM, N. B., Oct. 25.—At a large, representative and enthusiastic liberal convention last evening, John Morrissy of Newcastle was unanimously tendered the nomination. After being waited on by a committee and accepting, Mr. Morrissy addressed the meeting. Mayor Loggie and Alderman Watt also made speeches. Great enthusiasm prevailed.

CORRESPONDENCE WITH KRUGER.

ALGIERS, Oct. 25.—It is asserted here that the Netherlands government has notified the Dutch consul in Algiers that the Dutch cruiser Gelderland, on which Mr. Kruger is being brought from Lourenco Marquez, will land him here, and that he will only proceed to France after a stay in Algiers, the length of which has not been decided.

FREDERICTON.

(Special to the Sun.)

FREDERICTON, Oct. 25.—Preparations are going on apace for a grand reception of the Fredericton boys on the Idaho. There will be a torchlight procession of military and firemen, speeches at the City Hall, and a grand benquet given by the W. C. T. U.

The C. P. R. has presented several fine views of the greatest engineering works along its line to the new science building of the U. N. B.

Saml. Owen, chairman of the managing committee of the Bicycle and Boating Club, has donated a handsome silk pennant for a series of yacht races, to be sailed by local yachts here next season. J. Morrison, representing the Toronto Silverplate Co., has also donated a beautiful silver punch bowl to be competed for. The last season was a most successful one, and next season promises to be a record breaker in this line of sport.

A number of gentlemen who are interested in the project for building a skating rink have secured from the department of militia a lease of a site on the plot of land at the rear of the post office. Plans for the rink have been prepared, and contractors are now preparing estimates of the cost, which will be about $4,000. The rink will be about 200 feet long and 100 feet wide, giving a considerably larger skating surface than Marysville rink, and the building will be a handsome and well appointed one. It is expected to have the rink open by New Year's. T. C. Allen, E. B. Winslow, R. F. Randolph and A. J. Gregory are the promoters, and they will hold a meeting on Saturday evening.

NAPLES, Oct. 24.—The Transvaal foreign secretary, postmaster general and treasurer, have arrived here on board the German steamer Herzog. They proceeded to Hamburg.

THE WINTER PORT.

(Continued from First Page.)

and that was the conclusion the government came to, and the government invested the necessary money in the line and in the steamships to take the freight from St. John. (Applause.) The city spent in the provision of works $750,000. If that was not the reason, why did the city not make its expenditures in connection with the I. C. R. on this side of the harbor? Why? Because St. John would still be 740 miles away from Montreal. Common sense was against that. The Short Line was built. Was the distance lessened on the I. C. R. since Mr. Blair grew up? Did the fact that Mr. Blair was here make it shorter? Was Mr. Blair wiser in 1900 than all others who said in 1885 that 740 miles could not compete against 297 miles? (Applause.) This was surely worth thinking about. Mr. Blair told us that he was going to lay heavy rails, and buy big locomotives and put on better cars and would have us believe that although the distance was 740 miles he was going to claw the distance down by the improvement of the line and its equipment. (Applause.) Did Mr. Blair want us to believe that the Grand Trunk, which ran to Portland, were not improving their line. They were doing likewise, and would continue to enjoy their advantages. Mr. Blair and his moguls would not make the distance less when the competing lines had moguls too. (Applause.) But by a brilliant scheme Mr. Blair solved the whole matter. He went and saw Mr. Wainwright of the Grand Trunk and the speaker presumed that Mr. Greenshields was close at hand. (Laughter.) They made up their minds to fix the business up.

THE GRAND TRUNK SAID

now, if you want to shorten the distance between St. John and Montreal, make a traffic arrangement with us which will cover all the export freight. Now, said Mr. Foster, suppose this to be a point 740 miles west of Montreal, then here is St. John 740 miles east of that great city. Mr. Wainwright said, I will arrange with you to carry freight from the point west to Montreal and charge for it, say at the rate of a cent a mile for 740 miles, you pick it up at Montreal, Mr. Blair, and take it to St. John, 740 miles, and you will get say half a cent a mile. You will be allowed 375 miles pay for 740 miles haul. That was the contract Mr. Blair brought before the house and asked parliament to make good for 99 years. (Applause.) Most men would have been content with a generation, but Mr. Blair had no hesitation in tieing up the I. C. R., along with all its interests, to such an arrangement for 99 years on the condition that all unconsigned freight from the government railway should be handed over to the Grand Trunk at Montreal.

In the ultimate analysis everything depended on the cost of carriage. Could Mr. Blair do the business if he hauled the freight at less than the cost of carriage? No government could do it. No business man would attempt it. It might be possible for a time to make the difference up out of capital account. It was impossible under this arrangement to carry export freight here over the I. C. R. In four years the winter port business had grown till last season 200,000 tons of cargo brought from the west were shipped from this port. (Applause.) It took 63 vessels to handle it, and there was distributed here as a result some $260,000. The business of New Brunswick was stimulated in consequence. The civic delegation waited upon Mr. Blair and Mr. Shaughnessy of the C. P. R. in 1899 and discussed the whole matter. They talked with Mr. Shaughnessy of direct voyages and of contracts covering five or ten years, showing in this way

THERE WOULD FOLLOW

a permanent service. Then Mr. Blair was seen and he concurred in this view, stating that he would approve of three-year contracts with the steamers. The delegation returned to Mr. Shaughnessy, who said that under these conditions the C. P. R. could in a couple of years double the business. What did that mean? It meant 400,000 tons of freight. (Applause.) Mr. Shaughnessy promised that under such conditions the C. P. R. would put in operation all their vast machinery to bring business to St. John. We would then have had an expenditure of more than half a million dollars here every winter. (Applause). That might have been if the conditions indicated had occurred. And when would all this have happened? It would have occurred and have been a standing fact if in 1896 the liberal conservative party had been returned to power. (Great applause.) Why do I say this? Because it was the liberal conservative government which built the Short line. (Applause.) It was the liberal conservative government which gave the experimental subsidy to the ships at the inception of the winter port business. (Applause.) It was thus proven that the business could be successfully carried on. The result of the first year's business was such that it was evident that it could be made permanent. (Applause.)

In 1896, continued Mr. Foster, I announced in this city with the approval of the leader of the liberal conservative party, that the proposed new freight service for St. John to English ports was designed to be adequate in every respect. (Applause.) The service was to be weekly in winter and monthly, or more frequently if business permitted it, in summer. (Applause.) The contract was to cover a period of five years. That was my statement. (Applause.) That was the policy of the late government. (Applause.) If we had been elected, St. John would have had that service. (Applause.) There would have been no waits and delays and trouble, which things had prevented the development of the business. (Applause.) It would have been otherwise than it is now if the liberal conservatives had gone in. (Applause.) But Mr. Blair and his party had been in power since 1896. Mr. Blair professes to love St. John. When a man turned with love to that which he had hated, his love

SURPASSED THE LOVE OF WOMEN.

Why did Mr. Blair close the only gateway through which this great business could be done. And how did Mr. Blair close this gateway? By notifying the C. P. R. that he intended to terminate the agreement under which they had done the business. He closed it and stood with his back against the wall and swears it shall not be opened. (Applause.) No one must suppose that Mr. Shaughnessy knew much about the railway business, yet he was the president of one of the greatest railway companies in the world. Mr. Blair, on the other hand, would have us believe that he knew all about it. Was Mr. Blair's training in the study of legal matters calculated to fit him for the management of a railway. (Laughter.) Mr. Blair in 1896 stayed out of the storm till it was all over. When the liberals got in, Mr. Blair entered the hut and at once took charge of the railway system. His first act was to import Lord Harris. (Laughter.) Mr. Harris took full charge of everybody and everything when, as a matter of fact, he was totally unacquainted with the various localities through which the I. C. R. ran. It was said that Mr. Harris while in charge issued some 86 schedules of rates, etc. But Mr. Harris had scarcely got to work when the people started in to work too. (Laughter.) Telegrams went to Mr. Blair from all parts protesting against Mr. Harris and his management of the road. It was evident in a short time that Lord Harris would demoralize trade wherever the I. C. R. was. The people became angry and Mr. Blair backed down, and Mr. Harris, Oh, where was he? (Laughter.) The people paid the bill and Mr. Blair had the experience. That set Mr. Blair up in business and he was now ready to discuss railway matters with Mr. Shaughnessy or anyone else. Then Mr. Blair and Mr. Shaughnessy fought the thing out. The correspondence shows that in 1899 Mr. Shaughnessy put the case in a reasonable way, but Mr. Blair got his back up against the wall. Mr. Shaughnessy said in September, 1899, some, Mr. Blair, the winter season is approaching, let's make an arrangement as near the old lines as possible for eight months; if that does not suit, let us leave it to any railway expert. (Applause.) Mr. Blair refused the proposition, and from the 9th of October last year had not intimated to the C. P. R. that he would like to confer with them. All this time Mr. Blair was courting a rival railway, the Grand Trunk.

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had done an immense deal of good in Canada, but it did not extend to St. John, and probably never would. It did not go to the west and into British Columbia, and probably never would. What was the reason then that Mr. Blair did not endeavor to deal with the C. P. R. as well as the Grand Trunk? Mr. Blair talked about the C. P. R. being subsidized. Mr. Blair had pledged the country to a sum which capitalized would amount to $4,500,000 as the price of the rental of the line from St. Rosalie Junction to Montreal and the use of the Grand Trunk terminal. He paid $140,000 a year for 99 years for 31 miles of track and to get across the bridge. But the country had also to pay the cost of maintenance of the road on a wheelage basis, that is, so much for every I. C. R. wheel which passed over it. Last year that amounted to $115,000. The country also had to pay for additional tracks if the Grand Trunk thought they should be put down. Why did he do this? Was it the right road to give it to? Let the Telegraph answer.

This is what the Telegraph had to say of the Grand Trunk:

"Now this is the great enemy which "St. John and the other maritime "ports of Canada have to fight, and "which the people of Ontario must "assist us to fight. The Grand Trunk "has now passed under the control of "a Yankee manager, who is making "desperate efforts to retain the win-"ter trade of Canada at Portland. At "one time the Grand Trunk showed a "disposition to extend its lines to the "maritime provinces, but that idea "seems now to be abandoned, and all "the power of the Grand Trunk is to "be used to keep the trade at Port-"land. Large elevators have been "built there, and other facilities for "shipping Canadian products have "been increased as if in defiance of "the efforts of patriotic Canadians to "give the trade of Canada to the ports "of Canada." (Great applause.)

AFTER MR. BLAIR

had made the arrangement with Mr. Shaughnessy which he afterwards refused to carry out, his colleague, Mr. Tarte, took occasion to give his opinion of the matter.

The Canadian Pacific company must not be allowed to take its winter port business away from St. John. No consideration would make up for that. Of course I knew that the Canadian Pacific company constructed their line to St. John under pressure of the late government, for the very purpose of building up a Canadian winter port. It was in order to give them return freight and make the operation of their line possible that the traffic arrangement of the late government was signed. I remember that quite well. I know also that for a long time the road did not pay, but lost money, and the company continued to operate it at a loss because they were looking to the future. Of course Mr. Blair's position is that he wants to make all the revenue he can for the intercolonial. That is all right, but the question is a large one and a very important one, especially for the people of St. John, for their port would practically be closed if the C. P. R. diverted its winter business to Boston or New York.

Mr Tarte went on to say: "I am glad the difference of opinion between Mr. Shaughnessy and Mr. Blair has been temporarily settled, for it would be a disastrous thing for the country was there any misunderstanding on that question."

MR. FOSTER

went on to say that he would now speak of one of the most open and bare-faced transactions ever witnessed in parliament. The old government had given subsidies to roads that were to be built, but not to roads already built. The old government agreed to give not more than fifteen per cent on railway bridges that had to be built, but not to ones already built. Mr. Blair came down to parliament with a proposal to give fifteen per cent, or $300,000 to the Grand Trunk railway bridge. Later on he increased the grant by $200,000. Why did he do this? It was nothing but gross favoritism, or something worse. (Applause.) The Grand Trunk was not a national road. It had a winter port. Where is it? In Canada? No. It is Portland, Maine, and to that port it will send its freight. (Applause.) Can it have a Canadian winter port? Never in the wide world. Mr. Blair did not once ask the C. P. R. to sit down and discuss with him an arrangement. A carload of stuff started at Halifax billed for Victoria. If it was unconsigned it went to Montreal over the I. C. R., where it was delivered over to the Grand Trunk. That railway took it down to Detroit and then across the continent on American railways. Every car cost $500 in expenses, most of which went to foreigners. If the car went by the C. P. R. it would be on Canadian soil nearly all the time, and Canadian wage earners got the benefit. (Applause.)

Mr. Blair had been jollying parliament and the people of Canada and St. John. What did he give as an argument when he made his arrangement? He said the prospects were promising for the I. C. R. to do a large winter business. He said they could handle the larger part, if not the whole of it.

"Can he take it up now?" inquired Mr. Foster, and the audience applauded. On a certain occasion in St. John Mr. Blair said he was going into competition with Mr. Timmerman and would undertake to land freight from Montreal in St. John as quickly as the C. P. R. could do it. The distance Mr. Blair admitted was 250 miles longer by the I. C. R., but he could do as well as the C. P. R. and

AT NO GREATER COST.

The I. C. R., Mr. Blair maintained, was a better line and easier grades, and when the road was equipped as he hoped to see it, he said he hoped to make faster time than the C. P. R. Mr. Blair on that occasion was not sure but that he would give Portland, Me., a little active competition.

"Come on now, Mr. Blair," said Mr. Foster, "now is the time for this active competition." (Applause.)

But a change came over the spirit of Mr. Blair's dreams and in Halifax he said: His hope "was not based on the possibility of securing the traffic from either of the two great roads connecting with the great grain centres of the west. The business originating on the Grand Trunk would in all human probability be carried to its Atlantic terminus on that line, and that originating on the C. P. R. would be similarly dealt with. It would probably be found impracticable for the I. C. R. to offer either of these roads any terms upon which they would be willing to hand over at Montreal their western sections for ocean transit. They probably would not do it, no matter what terms the I. C. R. could reasonably offer."

Mr. Foster said that Mr. Blair admitted in his statement that he could not make an arrangement with the Grand Trunk under which he could get freight at Montreal. Just a year before he told parliament that he expected to get it. There are the equipped railway, the contract with

THE GRAND TRUNK,

the elevator and the wharves. Now, asked Mr. Foster, which proposition do you take up? What do you say Mr. Blair? Do you abide by the position that you will get the freight from the Grand Trunk or do you say you cannot get it? Mr. Blair took up both positions for the moment and he would take up any position, for consistency was not a strong attribute of Mr. Blair. (Applause.) Has Mr. Blair got anything from the Grand Trunk? Dare he take any freight to be hauled 740 miles when he got pay for only 375 miles. Mr. Foster challenged Mr. Blair to take a car of grain which was offering in competition with Portland and to prove to the people of Canada that he got more than one mill per ton per mile for hauling it when the deputy minister of railways estimated that it would cost 3 1-3 mills to haul it here. (Applause.) Mr. Blair wanted the long haul. The people would rather have the paying haul. (Applause.) Net profit and not gross earnings was what was wanted. But there was another course open to Mr. Blair if the Grand Trunk were not ready to supply the freight. The C. P. R. said we will hand over to the I. C. R. every ton of freight that we have for export. (Applause.) What did Mr. Blair say? "I am Andrew G. the unready." (Laughter.) He had three years in which to get ready; he had planty of money, but now he had to admit that

HE COULD NOT HANDLE

the business offered him by the C. P. R. (Applause.) His excuse was that he did not have the locomotives or the cars required. Then the C. P. R. offered to lend him the locomotives and cars and to give him the use of the terminal facilities at Carleton for $10 a year. (Applause.) What did Mr. Blair say to this? He stood with his back against the wall and closed the gateway. (Applause.)

Mr. Foster then took up the relative desirability of the two great roads as feeders to the I. C. R. for the export trade. There was no comparison. The C. P. R. was the only railway which took the grain from the carts of the farmers to the port of shipment. It was the same with cattle and all sorts of goods. Where could be found a better system from which to get the freight. Surely it was desirable to have the C. P. R. working with the I. C. R. (Applause.) Mr. Blair contended that the C. P. R. wanted all the meat, that they wanted to gobble up the government road and leave him in a sink hole. Mr. Blair refused to arbitrate on the claim of the C. P. R., and all it amounted to was that the I. C. R. should enter into an arrangement with the C. P. R. for east bound and west bound freight at all junctions. The C. P. R. were willing to allow the I. C. R. a large increased mileage, which would

GIVE THE GOVERNMENT ROAD

greater net earnings than by taking freight to Montreal. That was surely a reasonable basis for an agreement. (Applause.) Take a car of pig iron loaded at New Glasgow for Hamilton, Ont. The I. C. R. want it to go to Montreal that is the long haul. The C. P. R. say haul it to St. John and give it to us. The haul to St. John

(Continued on Page Five.)