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Semi-Weekly Telegraph

ST. JOHN, N. B., OCTOBER 22, 1904.

**MR. BLAIR'S RESIGNATION
AND THE G. T. PACIFIC**

A political sensation of the first magni-
tude is Hon. Mr. Blair's resignation from
the Railway Commission, together with
the authoritative announcement that he
will, during the closing week of the cam-
paign, publicly reaffirm his objections to
the government's bargain with the Grand
Trunk Pacific Railway Company.

The proposal to make this bargain drove
from the cabinet of Sir Wilfrid Laurier
the foremost railroad authority and one of
the most eminent men in Canada. The
proposal to saddle the scheme upon the
country, in the face of widespread public
hostility to its principal features, drives
the same man from a position of great
prominence, and makes him once more
the champion of the true interests of the
Canadian people in a crisis of the gravest
character.

The never-ending and unanswerable
indictment of the Grand Trunk Pacific
bargain made by Hon. Andrew G. Blair,
when he stepped from the cabinet of which
he was a member, was an indictment
which voiced the already great disapproval
of the railway measure and increased the
volume of that disapproval many fold.

The resignation of Mr. Blair, at this
time, and the announcement which ac-
companies it, will lend new force and
depth to the swelling tide of popular
feeling which animates this great country
today and which the government is ignor-
ing to its peril and to its undoing.

Every word of Mr. Blair's terrific ar-
raignment of the Grand Trunk Pacific
fully rings true today as it did when he
first uttered it from his place in Parliament.
His statements that the proposed road
is not a proper solution of the national
transportation question, that it will not
guarantee the carriage of Canadian freight
to Canadian ports, that the proposed ex-
penditure under the contract is a sheer
and unjustifiable waste of public money—
how have apologists for the bargain an-
swered them? By flattery generalities con-
cerning the great future which Canadians
and their children are to enjoy. The
principal assaults upon the Grand Trunk
scheme, and upon its every principal fea-
ture, have not been met, nor will they be.
The future of this country is assured. It
will be great. But there is no reason why
it should be mortgaged for the benefit of
a corporation which has invested millions
in a terminal on the wrong side of the
international boundary.

That the country is prosperous and that
the people are confident of the future are
facts of common knowledge and causes
for common satisfaction; but they cannot
justify any government in making a gift
of amazing proportions to the Grand
Trunk.

Our prosperity and our confidence, our
patriotism and our common sense made
it possible to build a people's road for the
people, and to guard us with absolute cer-
tainty against the exactions of corporate
greed, and the fear that Canadian traffic
would be diverted from Canadian soil.

The bargain with the Grand Trunk is
a tremendous political and national
blunder which will well impose an un-
necessary and unjustifiable burden upon
the taxpayers of this country and delib-
erately invite dangers which it were easy
to avoid.

The people of Canada demanded that
the next transcontinental railroad be na-
tional in conception and operation from
coast to coast; that it be the creature and
the useful servant of the people; that it
be wholly under the control of the people's
representatives, and that it grind no
man's axe save only that of the taxpayer
who footed the bill.

The Grand Trunk Pacific scheme nega-
tives those demands generally and specifi-
cally; it negatives them theoretically and
it will negative them in practice if
construction be permitted according to the
contract.

For these sins of omission and of com-
mission the people of Canada will hold
the government responsible; and the peo-
ple of this country have time to prevent
the completion of a contract made in
their name, but without their consent, and
antagonizing at once their judgment and
their interests.

THEN AND NOW

The St. John Globe has become a warm
advocate of the Grand Trunk Pacific
scheme, and the Liberal nominees for the
city, Mr. O'Brien, the Globe's managing
director, has become a busy apologist for
the government's transportation policy.
Read now what the Globe said editorially
on May 29, 1903. The article follows:

"The hope may be ventured that in
whatever way the Grand Trunk Pacific
scheme may eventuate it will not be found
necessary to construct another line of rail-
way through New Brunswick from Quebec
to the seaboard. We have now the Inter-
colonial, which connects Quebec with tide-
water. In addition to this we have con-
nection with Quebec via the Intercolonial
to Temiscouata and the Canadian Pacific
Railway. People who are interested in
building railroads for the mere sake of
expending money may want more roads, but
for all ordinary and reasonable ser-
vices those two lines ought to suffice. If
more is needed by the creation of traffic
there will be time enough in which to
build, but it is not worth while to de-
stroy capital by sinking it in unnecessary
railroads in order to satisfy fads or to
lead spasms. There are roads now in New
Brunswick which return very little to the
people for the public money spent upon
them. If more money is to be spent it
ought to be expended in putting these
roads into condition."

The Globe of May, 1903, rises to con-
front the Globe of October, 1904. The
Globe's editorial convictions of May, 1903,
confront the Globe's candidate in October,
1904. The elections know the railway
scheme for what it is. They will observe
that the candidate cannot answer the
arguments of his own newspaper. How can
they vote for him and the railway he
condemned?

THE WAR

It is a little difficult to discern the pur-
pose of Russia in sending her Baltic fleet
to the far east. A St. Petersburg journal
has already pointed out some of the dif-
ficulties to be encountered by a fleet
which has no available base of operations
when it arrives in eastern waters. The
only Russian ports are Port Arthur and
Vladivostok, and it may be taken for
granted that the approaches to these will
be well watched by the warships of
Japan. It might be conceived that the
Baltic fleet would be utilized to harry the
coast of Japan, but without a base of sup-
plies that would be impracticable. To the
ordinary mind the action of Russia re-
quires some clearer explanation than ap-
pears on the surface. At the present stage
it seems nothing less than a waste of money.

With regard to the operations of the
army, the reports do not indicate that
General Kuropatkin has done more than
conduct a reluctant retreat, with heavy
loss. The Japanese losses may also have
been heavy, but they are so much nearer
their base of operations that in the natural
course of things they can bring up re-
serves and fresh supplies more quickly
than their enemies.

The loss of life in the battle which be-
gan last week, and still continues, has
been so great as to shock the world. It
is evident that neither party lacks cour-
age, and that the soldiers of both armies
are filled with a dogged determination to
fight with the utter disregard of personal
safety. The issue depends upon the
relative skill and numbers, and not upon
the personal courage of the combatants,
which has been proved over and over
again in each case in the sudden trenches
of the awful field of conflict. And the
advantage, so far as may be gathered from
the reports, lies with the Japanese.

THEY HAVE DONE WELL

The action of the joint committee of
the city council and board of trade in re-
gard to forwarding full information re-
specting the port of St. John to the
transportation commission, is commend-
able, even if it has been somewhat de-
layed. It is of the utmost importance
that the city's case should be presented
with clearness and force. The assurance
is given by those who ought to know that
the winter port trade of 1904-5 will be
greater than that of last season. There
will be some difficulty in handling an in-
creased traffic promptly, even with the
additional facilities on the east side of
the harbor. The business has not reached
its limit. Indeed we are but on the
threshold of a great development, which
under a wise system of transportation,
safeguarding the interests of Canadian
ports, must come within a few years. If
St. John today only has facilities for the
traffic of today, it is obvious that further
improvements on a large scale must be
made. There is a reasonable hope that the
policy of nationalizing the great ports,
of which St. John is one, will be adopted
at an early date, and there should be no
evidence of a lack of interest on the part
of the people of St. John concerning the
future of the port. For that reason it is
highly proper that the information com-
piled and plans prepared by the joint
committee should be in the hands of the
transportation committee before their re-
port is prepared.

BRITAIN AND CANADA

Messrs. Harold Harnsworth and V. G.
Harnsworth, two of the five brothers who
own the London Daily Mail, are in Win-
nipeg. In an interview with regard to
the relations between Britain and her
colonies, with special reference to Canada,
Harold Harnsworth said:

"Everyone in England is deeply interest-
ed in Canada, and the campaign of educa-
tion that has been going on is having good

results. The public men of Great Britain
know ten times as much of Canada now
as they did two years ago, and the news-
papers print over ten times as much Cana-
dian news as they did two years ago.
It is amazing, the amount of information
that Englishmen are gaining about Canada
in various ways. They are just now at the
dawn of realizing the country the British
Empire has got in Canada."

Asked concerning the prospects of suc-
cess for Mr. Chamberlain's policy, Mr.
Harnsworth expressed the view that it
would not succeed in the next election, but
would ultimately prevail. He added: "The
only thing that will quicken the day of its
triumph is a definite proposal from one of
more of the colonies, and particularly from
Canada."

A FALSE REPORT

The Globe last evening, in its panic over
Mr. Blair's resignation and decision to
publicly oppose the Grand Trunk Pacific
scheme, issued a "second edition," in which
the following, which is misleading in tenor
and absolutely without foundation in
fact, was given much prominence:

(Special to Globe).
Montreal, Oct. 22.—The statement is made
on good authority this afternoon that Hon.
Mr. Blair and his son are both to accept
positions with the C. P. R., the combined
salaries being \$40,000. Hon. Mr. Blair, it is
said, accepts on the advice of Sir Wilfrid
Laurier. Mr. Blair, it is further stated,
asked Sir Wilfrid Laurier if his resignation
would embarrass him, and the premier as-
sured him it would not.

The foregoing despatch, printed with the
obvious intention of minimizing in Liberal
circles the unquestionably great effect of
Mr. Blair's announced decision to fight the
Grand Trunk Pacific scheme, must fail of
the effect sought, once the facts are set
forth.

There is absolutely no warrant for the
assertion that Mr. Blair and his son are
to enter the employ of the Canadian
Pacific Railway. No such "statement"
could be made "on good authority." There
is, in fact, the best authority for stating
that Mr. Blair certainly will take the
stump—as the phrase goes—against the
Grand Trunk Pacific bargain, and repeat
with all his force and authority the ob-
jections which he voiced from his place in
Parliament and which gave form and im-
petus to the already widespread distrust
and antagonism with which the govern-
ment's railway policy was regarded in
Canada.

The Globe's further statement that Sir
Wilfrid Laurier was willing to have Mr.
Blair so resign within three weeks of elec-
tion day is palpably foolish on its face. No
man in Canada knows better than the
Premier the far-reaching effect of Mr.
Blair's published decision at this time.

The effect of Mr. Blair's attitude will
not be long in doubt. Already the com-
ment made upon it by independent jour-
nals throughout Canada indicates clearly
enough that the blow to the Grand Trunk
bargain is a staggering one. To ignore or
misrepresent the facts is poor policy, and
worse than that.

THE CITY AND THE WHARVES

The Common Council has put in form
its notice to the C. P. R. that it will re-
pay \$50,000 to that corporation and resume
complete control of its property on the
West Side. This business-like action has
been long advocated, and long opposed. It
was advocated by men who could see only
the promise of continued dissatisfaction in
a continuation of the system of joint con-
trol. The men who opposed it appeared to
fear that if the city sought relief in the
agreement of 1896, the railway would, for
one reason or another, seek to punish the
taxpayers for the action of their repre-
sentatives. There is no good reason for
any such fear. The city's relations with
the C. P. R. must always be intimate;
there is no reason why they should always
be unsatisfactory. They have been un-
satisfactory in the past. A year hence,
there is reason to believe, matters will be
on a simple business footing and both the
city and the railway will be satisfied. There
is, no doubt, a general desire that St.
John shall have a free hand in respect of
the berths in question, and be in a posi-
tion both to derive a fair revenue from the
traffic handled there and to deal with the
C. P. R., or the government, or some
one else as the public interest shall seem
to demand.

The aldermen have done well to dis-
regard the last advice of the treasury board,
which, after long and unnecessary hesita-
tion, sought to evade the purpose of a
majority of the aldermen. There is no
disposition at City Hall to deal unjustly
with the C. P. R.; but fortunately there
is, at last, some evidence of a determina-
tion to initiate an intelligent and progres-
sive line of action with regard to the
future of the port.

ELECTION SURVEYS

The government commission tells
the people that the result of the G. T. P.
survey in New Brunswick will be made
known after election day. The people
should have known the results of these
and other surveys before the government
committed the country to the G. T. Pacific
contract.

Then the surveys would have been a mat-
ter of business. Today they look too much
like surveys for election purposes.

However New Brunswick and the country
generally have heard Hon. Mr. Blair's
views relative to these surveys and other
features of the proposed railway. Some of
his objections may be briefly summarized
here. No doubt he will soon repeat and

elaborate them. He maintained among
other things:

1. That in the government's plan St.
John has been passed by; that the route
proposed through New Brunswick is im-
practicable from a railroad standpoint;
that it avoids the settled districts, and that
it is not the shortest way to the sea-
board.

2. That the government's bargain with
the Grand Trunk Pacific is so framed that
Canadian freight, every pound of which
should come to Maritime Province ports
in winter, may be diverted to American
ports, and particularly to Portland (Me.)
where the Grand Trunk (which really is
the G. T. Pacific), has millions invested
in terminals which it is determined to
maintain; the grandiloquent talk about an
all-Canadian line is mere moonshine as long
as the Grand Trunk keeps up its Portland
connection and is able to divert Canadian
freight to that outlet.

3. That until surveys are made, and com-
plete information concerning much of the
unknown territory through which the rail-
road is to pass has been acquired, the gov-
ernment is not justified in committing the
people of Canada to the tremendous ex-
penditure which the construction of the
new line will involve.

4. That to expend \$15,000,000 of the
people's money to duplicate the I. C. R.,
in which \$70,000,000 has been invested and
which is capable of carrying four times its
present traffic, is an unjustifiable and in-
defensible waste of public money; and that
a portion of this sum might well be used
to equip St. John as one of the several
National ports essential to any sound
transportation policy.

And we are to know all about the sur-
veys for this railroad—some time after
election day! What do the taxpayers
think of it? They passed upon the issue
here in the last bye-election. What chance
is there that they will reverse their de-
cision?

BEAT THE G. T. PACIFIC DEAL

All efforts to lessen the effect of Hon.
Mr. Blair's resignation prove abortive.
Friends of the railway bargain hoped
against hope. They sought to comfort
themselves and deceive the public with
stories that, having resigned, Mr. Blair
would do nothing more. They were
wrong.

Mr. Blair desired to strike a terrific blow
at the indefensible railway transaction
which was forced through Parliament in
the face of his protest backed up by his
resignation from the Liberal cabinet. He
has taken the best means at his command
to strike that blow and there is evidence
enough that it is one of staggering weight.

He wants nothing from Liberals or Con-
servatives, or from any railroad corpora-
tion. He does desire and intend to defeat
the plan to sacrifice Canada's interests to
a corporation which seeks to control the
transportation facilities which the people's
representatives alone should control, and
which, unless defeated, will turn the
stream of Canadian traffic to a Maine sea-
port.

The stand taken by Mr. Blair now, as
when he left the government, is a strong
man's stand against trucking to corporate
influences and against any betrayal of the
interests of the Canadian taxpayers.

Mr. Blair proposed a safe and prac-
ticable solution of the transportation prob-
lem—an all-Canadian solution and one
which would build up the country.

He stands against the un-Canadian bar-
gain with the backers of the Grand Trunk
Pacific.

And a majority of the people of this
country believe as he does.

THE DIFFERENCE IT MAKES

Remember that a national transportation
policy should eliminate beyond doubt or
question the possibility that Canadian
freight can be diverted to United States
ports. The G. T. Pacific scheme, which is
not Canadian in conception, deliberately
places it within the power of the Grand
Trunk to feed its Portland terminal at
our expense.

Some men in St. John have asked how
much difference the Portland end of the
scheme could make to St. John, even
if it were a reciprocity arrangement with
Canada, under which lumber could be im-
ported free from the provinces, the cost of
lumber for building houses would be great-
ly reduced; and as a result a greater pro-
portion of people could afford to build and
own their homes. With the cost of build-
ing material reduced a reduction in rents
would follow for the benefit of those who
cannot afford either to build or buy their
homes. This reciprocity with Canada
would benefit the masses. But this is but
one instance of its benefits. The advan-
tage which the provinces offer for the pro-
duction of pulp would be of vast advan-
tage to the newspaper publishers as it
would afford some relief against the op-
pressive charges of the paper trust—
Lowell (Mass.) Sun.

Dr. Bennett, on coming forward was re-
ceived with great applause. He said he
proposed to speak as the mayor had said,
on the railway policy of the government.
When he found that there was a prospect
of the proposed railway running to Port-
land and not Halifax, he thought it was
time for the people to do something.

He had, he said, occasion recently to go to
Portland. When he had completed his
business there he accepted an invitation
to stay over till next day. He had a letter
of introduction to a prominent Grand
Trunk official who showed him, as one of the
agents said:—

"What Canada had done for
Portland."

It was a quarter to twelve o'clock and
the agent asked him to wait till the noon
hour. As he sat there twelve the streets
became black with workmen on their
way to dinner. There were probably 2,000
of them, coming from the dockyards and
as these passed along the agent said:—

"Wouldn't you like to see this
at Halifax?"

Dr. Bennett proceeded to tell how, af-
terwards, he had visited the registry office
and found that 75 per cent. of the car-
riages from the ocean steamers at Portland
came from Canada. He could not help a feeling

of shame that all this traffic was being
diverted from our own ports, and that we
were doing little or nothing to stop it
going there and secure it for ourselves.
At the hotel where he took dinner the
landlord said: "Yes, this hotel was built
with Canadian money." The whole city
seemed, said Dr. Bennett, to be more
made more efforts to get and keep the
freight traffic of the Dominion than do
we. The Grand Trunk railway, he said,
has \$25,000,000 invested in terminals at
Portland and the officials there had told
him that the Grand Trunk could not af-
ford to allow the freight to go via Hal-
ifax or St. John, for

"We have to pay interest on the
\$25,000,000 we have invested
in this city."

Dr. Bennett went on to say that having
seen these things he had written to
Sir Wilfrid Laurier, telling the premier
of his regret at what was taking place at
Portland, and of the danger and foolish-
ness of giving to the Grand Trunk power
to work further injury to Canadian ports.

"If we allow the Grand Trunk to
go on with this contract," said
Dr. Bennett, "these conditions
must become worse for Canada,
and Portland must reap still
greater benefit."

"Mr. Fieking, even says that we can-
not prevent the Grand Trunk taking its
freight where it pleases," added the doc-
tor.

"But if we fail to do something to save
our own traffic for our own ports we
might as well shut up in Halifax."

"The Grand Trunk at Portland reports
an increase in Canadian freight so great
that that company are procuring further
wharf frontage and yet more extensive
terminals."

"It seems a shameful thing," the doc-
tor went on to say, in conclusion, "that
a poor little harbor like that of Portland
should be given a chance of robbing Hal-
ifax and other Canadian ports of our own
freight traffic. One thing is sure, the de-
cid."

"If you don't bind the Grand
Trunk you will never get any-
thing that Portland can take. The
way to bind it is for the gov-
ernment to build and own the trans-
continental road."

Dr. Bennett's speech was heard with
intense interest and on its conclusion he
was rewarded with a great burst of ap-
plause.

TAKES IT ALL BACK

The Globe has discovered that there was
no truth in the despatch it printed on
Wednesday concerning Hon. Mr. Blair
with the C. P. R. The Globe last evening
contained this despatch from Ottawa:

"Mr. Blair gives an emphatic denial to
the story alleging he is to share with his
son George a position on the C. P. R."

Also the Globe took the back trail edi-
torially. It said, somewhat resignedly:

"Naturally the announcement of Mr.
Blair's retirement from an important of-
ficial position gives rise to many rumors,
and probably some of them have been
founded. It is impossible to decide as to
what is valuable and what is not. A
despatch from Montreal to this paper on
Wednesday noted a rumor that Mr. Blair
was to accept an important position in
connection with the Canadian Pacific Rail-
way, at a large salary. This morning the
correctness of the rumor is denied, and
probably the denial is correct. In the
absence of any exact information, the con-
servative newspapers are exploiting Mr. Blair's
retirement for all it is worth as against
the administration, and this is of course quite
natural. But Mr. Blair's views on the
subject of the transcontinental were stated
over a year ago and are well known."

The outstanding feature of all of which
is that the Globe was wholly wrong and
admits it.

THEIR SIDE OF IT

An agricultural journal has calculated
that it costs now \$4,500 to build a house
that seven years ago could have been built
for \$2,800. The Dingley duties on lumber,
structural steel, nails and other materials
of house-building are held to account for
most of the rise. This is a kind of "pro-
perty" that worries the average man, no
matter how much the capitalists and Sec-
retary of the Treasury may enjoy it.

With a reciprocity arrangement with
Canada, under which lumber could be im-
ported free from the provinces, the cost of
lumber for building houses would be great-
ly reduced; and as a result a greater pro-
portion of people could afford to build and
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**Boys' D. B. Reefers
A Third Under Value**

We have just received a large lot of Boys' D. B. Reefers which were
bought from the manufacturers very much under value. They are made
from end of Webbs' Frieze, Vandyke and Pilot, of very
superior quality. No two alike and have been marked.

Age 4 to 11	\$2.50	Age 12 to 14	\$3.00	Size 32 to 35	\$3.50
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They will go quickly, buy at once.

J. N. HARVEY, Men's and Boys' Clothier
199 and 201 Union St.

**WAUKEGAN
Barbed Wire Fencing**

Costs about 10 per cent more but runs 20 per cent further
than any other brand and is therefore cheapest for farmers to
use. Strong as the strongest.

If your dealers cannot supply you write to

W. H. THORNE & CO., Ltd.,
Market Square, St. John, N. B.

to the Canadian market would greatly
benefit United States manufacturers. But
we are trading more and more with Brit-
tain; and the United States newspapers
do not tell us what concessions Canada
would receive from the republic. There
are two sides to a bargain.

IRISH AFFAIRS

William O'Brien has in times past taken
part in some lively scenes in the British
house of commons, but he is not in sym-
pathy with the more recent methods of
the Irish parliamentary party. Address-
ing a monster meeting at Cork last week
he declared that home rule was the
offering since what was believed the Dun-
raven scheme of an Irish financial com-
mission had sympathy in official quarters,
but the foolish conduct of the Irish party
in fighting Chief Secretary Wyndham,
lord lieutenant, and Anthony MacDonnell,
under secretary to the lord lieutenant of
Ireland, who were pledged to conciliation,
threatened to spoil all. It was not, he
said, "that Wyndham repudiated the Dun-
raven scheme, for no man trusts his political
reputation in the hands of men who
believed so foolishly as did the Irish mem-
bers in the last session of parliament."

A CHANGE OF HEART

(St. John Globe Editorial, October 20, 1904.)

"The transcontinental road which Cana-
da is about to build will be built with the
consequence that it is to be one of the
great highways between the east and the
west. This transcontinental railway will
have two great purposes which are not
only not inconsistent, but are, indeed, com-
plementary to each other. It will be the
rail section of a great route between the
west and the awakening east, and it will
also double the habitable portion of the
Dominion. As it goes through an unsettled
land it will be able to choose to a
large extent the most direct routes, the
best grades, the easiest curves. From
ocean to ocean it will be under one man-
agement—indeed, there is the certainty
that from the shores of Britain to the
shores of Japan and Asia, travelers and
goods will be under the care of one great
company. Altogether this new railway
should be in an unapproached position to
ready setting in a great current westerly
and easterly."

NOTE AND COMMENT

The tenor of the editorial comment made
by leading Canadian newspapers on Mr.
Blair's resignation shows how great is the
sensation it caused and how general is the
belief that its effect will be far-reaching.

The growth of the business of Winnipeg
is illustrated by the record of bank clear-
ings. For the week ending Oct. 13, 1902,
the amount was \$1,142,102; for the cor-
responding week in 1903 it was \$4,013,017; and
for the corresponding week this year, \$5,
949,073.

Throughout Canada today the leading
topic of discussion by the newspapers and
by the people is Hon. Mr. Blair's resig-
nation. Its great significance at this time
was instantly recognized everywhere. There
is, undoubtedly, a general desire that he
be heard on the public platform. The
government which ignored his advice knows
well how great an effect his present course
will have, and how that effect will be in-
creased when he begins to speak in