POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, AUGUST 22, 1903.

THE CONSERVATIVE LEADER REVEALS HIS RAILWAY POLICY.

Mr. Borden Advocates Extending Intercolonial to Georgian Bay, and a Government Road to Winnipeg, and Many Other Things--Minister of Justice Challenges Hon. Mr. Blair.

the house on the trans-continental railway. He started out by saying that th best authorities and experts agreed that there would be no difficulty in other companies besides the Grand Trunk Pacific using the tracks leased by the company between Winnipeg and Moncton. The I. C. R. was not a road for through cargoes. province ports was to get a share of traffic which may now find its way to spool and the markets of the world United States ports. Other roads ich were fighting for through traffic had

which were fighting for through traffic had to straighten out the curves and improve the grades of their roads to get it.

Mr. Russell said that one of the principal reasons he had in addressing the house was because of the rashness he had at one time displayed in advocating a scheme after the purchase of the Dummond County Raïlway for the extension of the Intencolonial to Parry Sound by the purchase of the Parry Sound Railway, which might now appear to be anof the Intercolonial to Parry Sound by the purchase of the Parry Sound Railway, which might now appear to be antagonistic to the proposition before the house. If it were not for the very much better scheme before the house he might yet support the extension of the Intercolonial Railway to Parry Sound. He would not say that he had yet abandoned it, but he had he doubts if the other provinces of the dominion would consent to it. He recognized that the other provinces agreed to and aided in maintaining the I. C. R. as part of the terms of confederation, but he would not blame them if they were unwilling to enter into a further arrange-

on the subject when presenting the bill to the house. Mr. Russell ridiculed Mr. Blair's criticism of Sir Wilfrid in this re-spect. Mr. Blair also said that the govspect. Mr. Blair also said that the government had given over to the company the fat portions of the road and kept the lean part to itself. Admitting this was so the penalty of operating this lean section was placed upon the company. This was to be done by the Grand Trunk in return for the advantages given to the company. for the advantages given to the companies where. In the hands of the companies the Winnipeg-Moncton section may pay; in the hands of the government it would not pay. If there was a burdensome section it was this one, and therefore the cost of operation was thrown on the con-

Would Make Scrap Iron of I.C.R. if Necessary. The Intercolonial, said Mr. Russell, was hobby with Mr. Blair. According to Mr. Bair man was made for the Intercolonial and not the Intercolonial for man

onial and not the Intercolonial for man. But if in the interests of the country it was necessary to make scrap iron of the I. C. R., then it would become a question as to its destruction. But that was not necessary. The I. C. R. would retain its present traffic and that traffic would

Dr. Russell dealt with the bonding privi Dr. Russell dealt with the bonding privileges. He said that the leader of the opposition ridiculed the idea of it being interfered with and that, too, in the face of the premier reading the notice of ex-President Cleveland advising this very thing. Dr. Russell then gave the opinion of experts in favor of company manually thing. Dr. Russell then gave the opinion of experts in favor of company managed roads instead of government owned lines.

Dr. Russell (Hants) resuming at o'clock, said that the only system of government ownership which Canada should adopt was the Italian system, which was to build roads and lease them to a com pany. He dealt with the opposition to public aid to railways and said that Canada would yet require to piedge the credit of the country when the occasion arose for building roads.

Mr. Borden, leader of the opposition, fol-Mr. Borden, leader of the opposition, followed Mr. Russell. He commenced by saying that the figures he gave in his recent speech as to the grain carried by all-rail to the seaboard was 2,500,000 bushels. Since that time he received information from the gentleman who had first supplied him with the figures, stating that the correct amount was 3,100,000 bushels, which was carried by the all-rail route to the sear board, this was about 800,000 more than he had given.

he had given.

The figures given by the minister of the interior of 5,697,695 bushels included the grain carried to local points throughout Ontario and elsewhere, and, according to Mr. Borden, were not germane to the discussion. He apologized to Mr. Russel for not being able to devote so much attention the his greech as he would like. He tion to his speech as he would like. He complained that Mr. Russel made a per-



who was until recently his (Russel's) eader. He asked why was Mr. Russel so primistic about the G. T. P., and so pes simistic about the Intercolonial. Not long ago he (Russell) voted for \$15,000,000 to extend the I. C. R. to Montreal.

1,600 miles of government raiways. What did he mean to do with it? Canada had state ownership of railways. Should we sell it at once, or does he want to give it over to the Grand Trunk?

He wanted to know why the government did not ask some advice from the I. C. department. They said that it was because of a slight he had received that he had

as had his doubts if the other provinces of the dominion would consent to it. He recognized that the other provinces agreed to and aided in maintaining the L. C. R. as part of the terms of confederation, but he would not blame them if they were unwilling to enter into a further arrangement for its extension.

Taking up the question of government convership he found out that it was impossible for a government to operate a railway with the same good results as a company. In this regard he agreed entirely with what the premier had said on the subject when presenting the bill to not be subject when presenting the bill to not province of British Columbia with the great mineral and other resources.

(4.) To take immediate steps for the resources.

(4.) To take immediate steps for the residual niles of transportation.

(5.) To develop and utilize for transportation.

(5.) To develop and utilize for transportation are subject. The minister of interestication provin privileges; second, to provide trade for Canadian seaports, and third, that the road

railway from Levis to Moneton within a few miles of the boundary according to Sir Wilfrid was going to save the country, but Mr. Bordon held that the bonding

but Mr. Bordon held that the bonding-privileges were of as much value to the United States as to Canada.

"If there is a better line," said Mr. Bor-den, "between Levis and Rivier Du Loup, a line, the construction of which will give to Halifax and St. John a better fighting chance for the trade of the west, I will support it. I will support the construction of such a line. I want it to be part of the Intercolonial and kept for the people's

I will support that policy in the Mari-time Provinces and elsewhere in Canada. Why should we construct another line to destroy the I. C. R.? Build it and keep it for the people of Canada. I hope some day to see the Intercolonial extended further west. In all this act reasonably. Be sure of your surveys. Don't take those of

thirty years ago.

Mr. Borden went on to say that the passenger service from Montreal to Halifax should be improved; twenty-one hours instead of twenty-eight ought to be sufficient and the line between Truro and Moncton should also be improved. Mr. Borden tried to show that while the minister of finance was showing that the trade from Portland would be diverted to Canadian channels, the Minister of the Interior was engot all the trade now going by way of Portland there would be a real blockade. Mr. Sifton, no doubt, was looking to the relief of any congestion from the west, at it from a local standpoint. But if there was going to be any blockade, what was going to happen after the traffic got to Moncton? There was no extra provision made for removing the traffic from that point. The only route left was the Interolonial to Halifax and St. John. Moneton

was not an ocean port.

In dealing with the question of surveys Mr. Borden said that the government had not in its possession sufficient information to go on with the undertaking. As to the paralleling of the I. C. R., was it better the hard that I. C. R. paralleling and give it to have the I. C. R. paralleled and give it to a company to compete with the people's road? He would like to ask the member for Cumberland (Logan) what he thought of that.

Mr. Fitzpatrick-The government wil own the new line.

Mr. Borden—Yes, they will own the line, and what will they do with it? They will hand it over to the Grand Trunk.

Mr. Borden then took up the clause of

the contract in regard to the routing of traffic and maintained that it was entirely for which it was placed there. It was his solemn conviction that the only way to get traffic was to make the rail transporget traine was to make the ran transport tation as advantageous and economical to the shippers as other means of communica-tion. He might not have the support of the country in such a proposition but that was his solemn faith and conviction and he would so declare himself. He then quoted figures to show that it was impossible for railway to compete with the water routes. The rate from Fort Wil-

liam to St. John was twenty-nine cents and to Halifax thirty-seven cents, while the rate by Port Colborne to Montreal after the improvements were made there would be three cents. There were railwould be three cents. There were railways in the United States where there were thickly populated districts along the

grain, as the water route five cents between Kansas City and Chicago, a distance of 500 miles, but today the

willing to give the company some assist

Mr. Borden summarized his views on

(2.) To secure the transportation of Canadian products through Canadian chan-

(3.) To promote trade and intercourse between the two great divisions of our country. The east with its great industrial future, its vast resources of the field, of the forest, of the mine and of the ocean, and the west with its vast plains capable of supplying the food not only of the empire but of the world. And beyond the province of British Columbia with its great mineral and other resources.

(4.) To take immediate steps for the re-

given for the construction of railways shall be amply compensated for by equi-valent advantages secured to the people of the country.

restrain or discourage industrial enter-prises, but at the same time to prevent monopolies and to maintain effective con-

trol over great corporations.

(9.) In this connection it should be added that if in the public interest the whole or any portion of any great line of vate corporation then the same justifica-tion exists for exercising the right of eminent domain upon payment to the cor-poration as that which permits the gov-ernment or a great railway corporation to

Wants I. C. R. Developed.

He then called attention to the Interdeveloped as other railways in Canada are being developed. He said he believed the Conservative party which had built the I. C. R. and C. P. R., would not shrink to extend the Intercolonial to Georgian Bay. In this connection, Mr Borden called attention to what the Can-ada Atlantic had done in solving transportation problems. He gave figures to show that the Canada Atlantic had carried a large quantity of grain and other freight last year. He said he was no wedded to the idea of the acquisition of the Canada Atlantic but was free to in vestigate other projects. However, he was inclined to believe that extension of the Intercolonial to Georgian Bay would be a good thing, if the Canada Atlantic was acquired it would mean that 19,000,000 bushels of grain and other large quantities ports. Such a scheme would benefit the Intercolonial and would be an advance

step, not a retrograde step.

In regard to the Intercolonial, he in tended the Conservative party when it came into power would not be afraid to extend the I. C. R. to Georgian Bay Proceeding, Mr. Borden argued that the new project would ruin the Intercolonial. He said that the government had spent \$15,000,000 to bring the Intercolonial to Montreal in order that it might get part of the trade of the west and Mr. Logan—I will tell my honorable 000 in order that that traffic might be diriend later on. that in his criticism he was not opposing the Grand Trunk getting into the west, but it was the extraordinary mode adopted that he was opposing.

Would Free I. C. R. from Politics.

In regard to the Intercolonial he argued it could be freed from political party ele

ed attention to the raiway system in the east and west and said it would be a good thing for the government to secure control of the C. P. R. from Fort William to North Bay and allow all railways to use it. He had been assured by railway men that such a project was feasible.

He expressed himself in favor of aiding the Grand Trunk Pacific if it built a line to Edmonton north of the existing line. He argued that G. T. P. and Canadian Northern should not both be built through the Rocky Mountains but that only one line should be built, both railways having running rights over it and if necessary the government should build this line.

In regard to the Quebec to Winnipeg

section, he said, the country traversed might have a good future but he was in-clined to doubt its capacity to compete with western lands at present. He said route by which grain could be carried in competition with the water routes. But when the time came this railway might these were very different from such roads be built as a colonization railway and he so were constructed north of Lake
Superior.

He quoted from the report of the department of railways to show that the rates of grain by lake as well as by lake and rail were being reduced as rapidly as the rates by all rail. During the past ten

Conservative Policy Summarized.

The leader of the opposition summaria

1. It will ensure further competition with respect to rates in the west.

2. It utilizes the existing line from North Bay to Fort William, which can serve the equirements of all three railways many years to come. It gives to the people control over rates by the mere fact that the I. C. R. has power to enter Winnipeg.

3. It places the people in a position to own and operate their own lines through case the railway commission does not

4. Assist the Grand Trunk on reason traffic so far as possible shall be carried

5. From Edmonton or some adjacen point there should be one railway to the oast over which the C. N. R. and G. T. P. should have equal running powers.
These railways to agree as to the terms.

ection from Quebec to Winnipeg as a col-7. Thoroughly equip the Georgian Bay ports, the national water ways and the St. Lawrence route, also thoroughly equip the ports of Montreal, Quebec and the

absorbed in forwarding charges.
8. Get the best possible line through
Canadian territory to St. John and Halifax, but do not attempt to construct such
a line until full information is in the pos-

would also be necessary to purchase the C. P. R. from Sudbury to Fort William a distance of 500 miles and running right over the C. P. R. to Winnipeg, a distance of 1,000 miles. Well might Mr. Tarte ex-

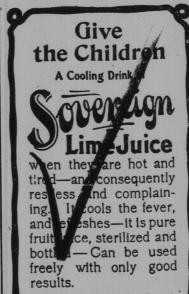
his old colleagues to make good the charge or withdraw it. The statement has furnish-ed a text for every Tory Scribbler in the

ountry."
Mr. Fitzpatrick dealt fully with the con-Mr. Northrup replied to Mr. Fitzpatrick and Hon. John Costigan supported strongy the railway proposition.

Mr. Guthrie, of South Wellington, more ed the adjournment of the debate.

A MUTINOUS CREW BEAT CAPT, LANGILLE,

breaking a leg and inflicting some severe wards taken into custody by Edward Coom, the chief of police at Hantsport, and they were taken to Windsor and lodged in jail. Captain Langille was so badly injured that he was brought to Halifax last night and taken to the Vic-toria General Hospital.



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HALIFAX, N. S.

CONGRESS TAKES UP TRADE RELATIONS WITHIN ENPIRE

Commission to Outline Plan Advocated-Consuls Throughout Empire Should Be Trade Agents-Cheaper Imperial Postage Resolution Carries Unanimously-Second Day's Session Very Interesting.

nore trade interests and give all his time to diplomacy and other duties. The example of Germany and especially, the United States was quoted to show what might be done when the consuls were young men, who know what trade meant and how it was to be developed.

The resolution on this subject, proposed by the Barnsley chamber of commerce, reads as follows:—

"In the opinion of this congress it is

"In the opinion of this congress it is urgently necessary in the interest of the commerce of the British empire: "1.—That his majesty's government thould resolutely maintain and extend

"2.—That the consular service should be re-organized and strengthened on lines calculated to make it more effective for the promotion of the trade of the British em-

for its apathy regarding commercial treaty rights. The impression was that the speaker had come by his information at first hand and as his language was con-

British M. P. Attacks His Government.

over the C. P. R. to Winnipeg, a distance of 1,000 miles. Well might Mr. Tarte exclaim of the opposition in view of such expenditure, "Wait until you see next point of view. There was Manchuria, which Russia had promised to evacuate." be it said, that country refused to accept such concessions for herself alone. (Hear, hear.) But it showed what the firm attitude of the United States could secure. Wants Consuls Trade Agents.

In the second part of the resolution Mr.

Walton referred to the necessity for reorganization of the consular service of the empire. At present he knew for a fact that certain persons were pitchforked into the service over the heads of competent men. This was a vicious system which could not be abandoned too speedily. For one thing the service should be a great imperial service. Every part of the empire should be represented. And for an other, the consular agents should cease to regard themselves so much diplomats as trade agents for the empire they represented. (Hear, hear.) They should have a knowledge of the trade needs of their own country; they should endeavor to ex-And He Had to Be Taken to the Hospital in Halifax.

Halifax, Aug. 19.—Word of a serious mutiny on the barquentine Egeria, Captain Langille, now at Hantsport, was retain Langille, now at Hantsport, was retained in the city last night. The barqueother countries here pushing their country's manufactures. This line of argument was developed by half a dozen speakers who followed the mover of the

Cheaper Postage to Britain Warted. The imperial postage was also attacked. The imperial postage was also attacked. The English delegates admitted that their papers did not come to this country so advantageously as those from the United States and the Canadian delegates who spoke on the resolution declared the youth of the country should be given the opportunity of reading English papers on English senoment, rather than American sentiment and American advertisements.

The resolution on this subject intro The resolution on this subject, intro-duced by Mr. Evenger Parks, M. P. for Birmingham, read as follows:—
It is resolved that the freer interchange It is resolved that the free interenange between the peoples of the empire of the newspapers and periodicals published therein would do much to strengthen im-perial unity and that association of ideas

and aims upon which such unity must be based; that such interchange would be argely promoted by a reduction of the costal charges on such matters; that this ongress prays his majesty's government o reduce to the domestic rate the charge on newspapers and periodicals published in the United Kingdom and posted to the colonies which have not a ready done so, o make a similar reduction in postal rates on their publications. It is resolved that nomaly and to endeavor to reach an ar British publications to compete on or British politications to compete on even terms with foreign papers. In discussing the resolution, Mr. Parks referred to an interview he had held with the English postmaster-general, who had told him if the request were granted the mail would have to be carried at a loss. cold water on the proposal, and recommended persistent agitation. olution was carried unanimously Abolition of Light Dues

Another interesting matter discussed we the light dues on shipping charged in the United Kingdom. A resolution asking to have these abolished read as follows:— That the Congress take the necessary steps to again call the attention of the British government to the desirability of abolish-

In the discussion it was shown that ow ing to these dues, British shipping was discriminated against in the United pay such dues to Great Britain. As the revenue from this source was small it was argued that the imperial government should abolish all such dues. The resolu-

At the afternoon session the following osossent to the foreign secretary, the prime minister and the colonial secretary.

This resolution was proposed by Joseph Waston, M. P., in the best speech heard so far at the congress, in which he attacked the present government in England for its apathy regarding commercial treaty rights. The impression was the principle of mutual benefit whereby each component part of the empire would receive a substantial advantage in trade as a result of its mutual relationship, due needs of the present government in England in the principle of mutual benefit whereby each component part of the empire would receive a substantial advantage in trade in needs of the principle of mutual benefit whereby each component part of the empire would receive a substantial advantage in trade in needs of the principle of mutual benefit whereby each component part of the materially strengthened and union of the various parts of his majesty's dominion greatly consolidated by the adoption of a commercial policy based upon the principle of mutual benefit whereby each component part of the mutual benefit whereby each component part of the minister and the colonial secretary.

This resolution was proposed by Joseph receive a substantial advantage in trade in the principle of mutual benefit whereby each component part of the minister and the colonial secretary. sion: That, in the opinion of this con-gress the bonds of the British Empire would be materially strengthened and

acilities within the empire and with foreign

great speech. He is chairman of the delegation of the Toronto Board of Trade high plane. He is Canadian-born and bred and he spoke as a colonial fired with After referring to the advantages which Knessia had promised to evacuate. She was still there. She would remain there was a commanded that Mr. Blair make an explanation of the statement that the scheme was for the benefit of Senator Cox, and that the government was acting from improper motives. "If these changes are serious," said Mr. Fitzpatrick, "this is the place and now is the tunited States behind the backs of the United States behind the construction of the construction of the was still there. She would remain there was a colonial fired with the empire spirit and ready to face the calls the empire may make in the present the diplomacy of England and that of the United States in the premises. Russia had promised to evacuate. She was still there. She would remain there which the empire spirit and ready to face the calls the empire spirit and ready the spirit and ready the spirit and cated the policy. If a united empire was a beautiful dream a disintegrated em pire was a horrible nightmare. Trad-statistics showed something must be don and he would be the last to advocate the change if it would harm the old land He laid down the axioms that the change was only possible if the majority were agreed on it, and that every community, every little isle of the sea must be considered, every vested interest must be left as much as possible alone.

but try to see how they might be over-come and he closed with another appear to consider the whole question. The en

pire policy in an empire way.

L. N. Cahan, of the London Chamber of Commerce, seconding the resolution said the body he represented was only pledged to inquire into all sides of British trade and approved of the resolution compromise, an embodiment of the Toronto and London resolutions. The debate was in progress up to ac

Montreal, Aug. 19-(Special)-The debat on the fiscal policy of the empire occupi the attention of the congress all day. The difficulties of the question showe themselves at the outset. Canada and Lon the empire, and both of them were evidently a little shy of the great industria interests represented by Manchester. But the cotton city was not to be gainsaid, and Sir William Holland as he took the floor at the opening of the session, moved an amendment to widen the inquiry to investigate specially the "fiscal and industrial needs of the empire," gilding the pill with additional words "with the view of avoid-

ing injury to any."
Mr. Cockshutt, of Toronto, mover of the part of Canada and the debate was adjourned for an hour for the committee on the resolution to endeavor to reach an agreement. They failed, and when the matter came any agreement when the matter came any agreement. ter came up again Sir William at once moved the amendment, seconded by Amos Crabtree, of Bradford.

Canada Forward in Her Demands.

Sir William Holland's speech was a fine one, one of the best yet delivered before the congress. In an admirable spirit he criticized the attitude of the colonies, and frankly acknowledged their loyalty, and many services, but he thought them a little forward in their demands. He asked them to remember each country, including the motherland, had the right to consider the question from the standpoint of her own needs, and he dwelt on the position of England.

As a cotton manufacturer he could not

As a cotton manufacturer the could not be blind to the serious effect a tax on food or raw material might have on an industry with an output of £100,000,000 a year, and employing 500,000 hands. If Canada looked for protection for her food stuffs at the serious could be serious as the serious serious could be serious serious as the serious serious serious could be serious stuffs, other colonies would want it for their raw material, and he feared the retion, though not a very immediate one, the filling up of the undeveloped states of

Britain Afraid of Increased Price of Food This idea found some expression in the

through the afternoon. It was one answer was held that not only would the increase be a serious blow to the millions of Englishmen not far removed from starvation at any time, but it would cause an incress

British export trade. Fil up the colonies was the reply, and they will give Britain what she needs cheaply enough and take her goods in return.

In fact, as P. W. Ellis, of the Canadian Manufacturers' Association, pointed out the dominion already takes \$26 per capita of English goods, while the United States

only buys \$1 per capita, and the \$24,000,000 of American goods Canada takes might all be replaced by British if the old land

would rise to its opportunity.

Sir William Holland had dwelt on the rulnerability of Great Britain as a manufacturer's nation; this development of the empire would increase its industrial de-

Elijah Helm, secretary of the Manchester chamber, in connection with raw material. He referred to the remark of Mr. Cock-shutt in the opening of the debate that ually, and he explained that these were

Reduce Tea Tax and Put It on Wheat.

many lands, held to be inevitable, and others from the experience of the war tak claim to be illusory, it would be set off. Two shillings on corn would mean 1s. 6d per head per annum. Each person pays now 3s. 6d per annum on tea; reduce the duty by one-half and the consumer would

be three pence to the good.

Another argument brought forward in opposition to the immperial scheme was the which Great Britain gets her supplies of all sorts would have on the balance of trade. Thus Mr. Helm made a shrewd hit vith a two edged thrust at Canada and Australia in speaking of the great increase in their butter and cheese trade. He welomed it; but he also pointed out that Denmark and Holland supply large quantities of these comestibles and were paid in British manufacturers. Moreover they only charge five per cent duty on Bri ish goods, while the colonies exacts 23 to 30

per cent.
What would the Danes and Dutchmen say if they found themselves crowded from the British market? How could they pay or their imports from the United King dom? In this connection it may also be pointed out that P. W. Ellis speaking for declared they had in the present preference duties unless they are correspondingly in creased towards foreign peoples.

The congress will vote on Sir William

DAN PATCH BREAKS THE

New York, Aug. 19.-Dan Patch broke the worlds record for pacers at Brighton which struck the horses fairly in the face of the wind was discounted by sending a runner in front, while the second runner verse condition the announcement was made that he would go against the track record of 2.00 3-4, but would also try to beat the champion record of 1.591, held since 1896 by Star Pointer.

CURE FOR LOCKJAW.

A Patient Subjected to Dr. Matthews's Treatment is Recovering.

Chicago, Aug. 19-A cure for tetanus, or ookjaw, it is said, has at last been discovered. It has been tested and proved. he discoverer of this cure is Dr. Samuel Matthews, professor of pharmacology

in the University of Chicago.
In brief, Dr. Matthews' treatment of the dreaded disease consists of an introvenus injection of a salt solution. The treatment George Newman, an eleven-year-old boy. disease, and was in the last stages when Dr. Matthews was asked to try his newly discovered treatment. As a result the boy the cure a wonderful one, and say that Prof. Matthews has made a discovery which will revolutionize the entire prac-tice of medicine in cases of acute poison-

Sussex Has an "Auto" Sussex, Aug. 19-C. D. Mills, electrician venient runabout and has been much ad-

