POOR DOCUMENT

MC 2033

BLAIR RESIGNS AND WILL STUMP COUNTRY AGAINST G.T.P. SCHEME

A Great Political Sensation Which Stirs all Canada--Mr. Blair Notifies Premier That He Will Reaffirm His Strong Objection to Government's Railroad Bargain--Local and Canadian Comment.

The following despatch from Hon. Andrew G. Blair was received Tuesday evening:

Montreal, Que., Oct. 18

E. W. McCready, Editor Telegraph, St. John, N. B.

I authorize the announcement that I have resigned my position as Chairman of the Railway Commission, and have notified the Premier that beyond the re-affirming my strong objection to the Grand Trunk Pacific scheme I have no present intention of re-entering public life.

ANDREW G. BLAIR

TO SPEAK AGAINST THE G. T. PACIFIC SCHEME

Montreal, Oct. 18.--(Special)--It is believed Hon. Mr. Blair will open a law office in Montreal after the elections; but before closing his political career he will, in a few days, take the stump and proclaim from the public platform his strong objections to the Grand Trunk Pacific scheme. Indeed he intimates as much in his letter of resignation to Sir Wilfrid Laurier, in which he speaks of reaffirming his views, which have given opponents of the G. T. Pacific their most powerful arguments ever since Mr. Blair left the Liberal cabinet.

There is wild excitement here over the news of Mr. Blair's resignation. The Star is out with an extra with the following headlines: "Startling Announcements--Hon. A. G. Blair Resigns Chairmanship of Railway Commission--Will Take the Stump and Make His Own Explanations --Perfect Bombshell in the Liberal Camp--Grand Trunk in Consternation."

BLAIR'S FAREWELL TO HIS ASSOCIATES

Ottawa, Oct. 18—(Special)—The announcement of the resignation of Hon. A. G. Blair as chairman and a member of the railway commission created a great surprise here today.

There was not a whisper of it known to any of the officials and Mr. Blair's colleagues at the board only knew of it about an hour previous to the announcement.

As the board was about to adjourn this afternoon, Mr. Blair made the following statement:—

Hon. Mr. Blair—"Before the board adjourns I wish to make an announcement which is of a personal character and which I think may very properly be made by me from my place as chairman of the board. The intimation I wish to have conveyed to the public is that this is the last session of the commission at which I shall occupy a place, either as chairman or as a member of the board.

"I have felt myself compelled in my own interest to come to this decision with the utmost regret. I find the work of the board very congenial to me, but notwithstanding, I have not found it sufficiently attractive to induce me to forego personal advantages which otherwise are open to me in other employment.

"It will be, I think, considered proper that I should state frankly the reason which has led to secure this course. I accepted a place on the commission with many misgivings. Since I have been a member of the board I have not found that these misgivings have been removed, but I think I may rather say that they have been intensified.

"I may say that at the present moment I have had presented to me for prompt determination the question as to whether I will turn my mind and my energies in another direction which will be very much more profitable to me personally than the position which I now fill. I hope it will not be thought that in doing so I have pursued any other course than that which is proper and legitimate in a man who, if he does not consider his own interests, certainly cannot expect to have them considered by others. I make no complaints, I cast no reflections, I do not wish to intimate that I have any cause whatever to find fault. I am reaching the conclusion at which I have arrived purely for reasons that are personal to myself.

"If it were possible for me to have had a little longer period of service at the board, I would have been glad to have continued, because I feel that in a large measure, the railway commission has been a creation of my own. I think I may claim its parentage to some considerable extent at all events, and I feel that during the few months we have had an opportunity of demonstrating the usefulness of this board, it has, I think, tended to satisfy the public that the tribunal is one capable of rendering substantial service.

"I think at the same time it is not too much to claim that, while demonstrating its usefulness to the public, it has also demonstrated its usefulness to those interested that are supposed to be antagonistic to the interests of the general public but which in my opinion are falsely supposed to be so.

"I think that then the railways will not refuse to acknowledge that the board has endeavored to deal with them in a spirit of fairness, and has endeavored to adjudge the matters that have come up for decision in an equitable and fair manner.

"The present moment is, I think, as opportune a time as I could have chosen for withdrawing from the chief commissionership of the board. With the exception of what work has been accumulating during our western trip, we have dealt with almost all the other business which has come before us.

"I cannot resist the conclusion in my own mind that if it had been possible to have held further in suspense the question of my retirement the difficulty of separating myself from the board would have been rather accentuated than diminished, and that I would have found more difficulty in severing my connection with comfort than I would today. I trust that my going will not be attended with any inconvenience to anybody. I feel that this infant child at whose birth I closely attended, has been nursed by this time into some degree of strength and vigor. What little abilities and energies I possess have been applied in that direction. I think it has now got fairly well on its feet, that it will be able to move along, and that it will grow in favor. I believe that this commission will grow in strength and usefulness and come to be regarded as one of the most important and useful institutions in the country.

"I part with my colleagues with very much regret. Our relations have been cordial. In separating from them I can only wish them well, and I express the hope that under their management, the work may go on with even greater success than it has while I was a member of the board."

ASSOCIATES REGRET

Mr. Loud, freight traffic manager of the Grand Trunk Railway, who was present, regretted exceedingly to hear Mr. Blair's announcement, and wished him a long life in the position to which he proposed transferring his energies. Mr. Loud paid the chairman the compliment of saying that the railways always felt certain of justice in coming before the railway commission of Canada. He thanked Mr. Blair for himself and on behalf of others appearing before the railway commission for his universal courtesy.

Mr. McInnes, freight traffic manager of the C. P. R., joined with Mr. Loud in an expression of regret at Mr. Blair's withdrawal from the board.

Mr. Miller, freight manager of the Canadian Manufacturers' Association, and J. N. Thorne, vice-president of the same body, expressed their satisfaction at the conduct of Mr. Blair on the board.

Hon. Dr. Mills said he had heard with the most surprise and the greatest regret only a few minutes before the opening of the commission this afternoon of Mr. Blair's determination to withdraw from the commission. As a fellow member of the board, he could not but recognize Mr. Blair's great ability and wide experience, untiring industry and unfailing courtesy. He had always had the greatest personal kindness at Mr. Blair's hands from the day he entered the commission and deeply regretted the chairman's decision.

Hon. M. E. Bernier remarked that Mr. Blair had on all occasions shown courtesy towards his fellow commissioners, and he would have liked if the board could have continued for several years as originally constituted. Mr. Blair was the father of the railway act, and without wishing to reflect on his fellow colleague, Dr. Mills, the retiring chairman was best qualified by his experience and legal knowledge for the work of the board.

MARKED EFFECT ON CAMPAIGN PREDICTED

Montreal, Oct. 18.—(Special)—Hon. A. G. Blair's resignation is expected to have a marked effect in the present political campaign.

Nothing else was discussed in the hotels and clubs tonight and it was the consensus of opinion that the decision of the ex-minister of railways will make the Grand Trunk Pacific the great issue of the campaign.

It has been admitted in Grand Trunk circles that Mr. Hays has been having great difficulty financing the Grand Trunk Pacific scheme owing to the strong opposition of the Canadian people, and the prospect of Mr. Blair making a campaign against the project has created consternation among the followers of Mr. Hays who has been forced to make a hurried visit to England owing to his difficulties.

NEWS CAUSED SENSATION HERE

St. John was stirred by the news which the Evening Times' special edition gave to the people. The paper was eagerly bought and read. There were numerous calls at The Telegraph office all through the evening, people wanting further particulars. Mr. Blair's resignation was the talk of the town. It was read from the Opera House and York Theatre stages, it was talked in the streets, in the hotels, in the committee rooms of the Liberals and Conservatives it caused particular interest. It spread into the province and long distance telephone calls to the newspapers were the result.

The Conservative campaigners sent it to their men in the various counties so that it might be read from the platforms to meetings being held. In fact nothing in the Canadian political world has caused such widespread interest in a long time and the surprise and the importance of the news combined to add to the sensation it caused.

James F. Robertson said he preferred not speaking on the matter, at least not at present.

Hon. H. A. McKeown, late last night, said that he had just returned from the county and had not heard of Mr. Blair's resignation, therefore he did not wish to speak of the matter.

Thomas McAvity said it came to him as a great surprise. He did not care to express any opinion as to the effect of Mr. Blair's resignation.

R. B. EMMERSON

R. B. Emerson said:

"I consider that Mr. Blair has shown his true colors. If he is going into public life, he is going in with the government about to be formed by Mr. Borden.

"Mr. Blair has read the signs of the times. If he offers his services to our party we will extend to him a most hearty welcome."

DR. J. W. DANIEL

Dr. J. W. Daniel said:

"It appears to me that from the telegram, Mr. Blair will take part in a stumping campaign against the government's railway scheme. I suppose that whatever action he takes will have an important effect on the country.

"In this city and province there are many people who respect Mr. Blair's railway opinions, and expert knowledge, and the stand he has taken should increase the number here who will endorse Mr. Borden's railway policy."

DR. ALWARD

Dr. Silas Alward said:

"I certainly think Mr. Blair's action will have a great influence on the public opinion of the country at large, Mr. Blair's speeches on the Grand Trunk Pacific question, in parliament, were the most powerful I ever read. If Mr. Blair could be induced to come to New Brunswick and speak on the railway question in the different constituencies his presence and his assistance would be of inestimable benefit to the cause of the Liberal Conservative party in this province.

"I am told, however, that Mr. Blair will hardly come to New Brunswick. It is his intention to speak in Manitoba and in the Northwest Territories. His speeches there would be particularly valuable in view of his open opposition to the government's railway policy and of the fact that he constantly advocated the extension of the Intercolonial Railway to Georgian Bay so as to get control of the great growing trade of the Northwest.

"I hardly think that it is Mr. Blair's intention to re-enter active political life. He will probably secure a position as solicitor to some corporation where his salary will not be inferior to that which he enjoyed as chairman of the commission.

"It certainly was a great surprise and has furnished the opposition with the best material of the campaign."

JAMES PENDER

Mr. Pender said: "Mr. Blair's resignation will exert a tremendous influence in favor of the Liberal Conservative party. I don't know what Mr. Blair's future course will be but I cannot understand why he should resign from the commission if he did not intend to support the Liberal Conservative party's railway policy. The announcement of his resignation came as a complete surprise and will furnish the political sensation of the campaign."

JOHN SEALY

Mr. Sealy said: "The resignation was not a surprise to me as I always felt that Mr. Blair was too big a man to be bound and tied up by any such commission. His resignation now simply carries out my view. I do not care to express any further opinion."

SENATOR ELLIS

To the Times Senator Ellis said:—

"I don't know anything about it and can't express any opinion. Really, you must excuse me for I am off duty now. I am resting with my family and I am not talking."

DR. A. A. STOCKTON

Dr. Stockton said to the Times:—

"I think Mr. Blair has pursued the course called by his speeches on the Grand Trunk Pacific question while in parliament, and as L. R. Borden has definitely announced on the floors of parliament and on all the platforms from which he has addressed the electors of Canada that if his party was elected to power he would repudiate the Grand Trunk Pacific contract, having regard to all the vested rights, apparently Mr. Blair felt that the crisis was of so much importance in the interests of the country that it was due to his past record to resign his chairmanship and his seat and do what he can to assist the Liberal-Conservatives in carrying out Mr. Borden's programme."

COL. J. R. ARMSTRONG

Col. Armstrong said to the Times:—

"I think the effect will be far-reaching as it shows that Mr. Blair has the courage of his convictions. I presume he intends to re-enter politics and contest a constituency in support of the Liberal-Conservative policy. The news is a great surprise to me and will certainly cause a sensation in political circles."

W. H. THORNE

Mr. Thorne to the Times said:—

"I understand that Mr. Blair was very much dissatisfied with the way things were working on the railway commission. He will probably go into politics again, seeking a constituency in Ontario."

MAYOR WHITE

Mayor White said to the Times:—

"The news is significant in that it shows further opposition to the government's railway policy on Mr. Blair's part. It almost seems as if he intended re-entering politics in support of the Liberal-Conservative party."

EDITORIAL COMMENT

Montreal, Oct. 18—(Special)—The Gazette will tomorrow publish an editorial on Blair's resignation of which the following is part:

Mr. Blair's speech in opposition to the government's national transcontinental railway project was no ordinary utterance. In order to make it he gave up most influential portfolio in the administration. No one who listened to it could have any conviction but that his heart was in what he said and that his protest was the outcome of a feeling that the course the government had been persuaded to enter on was dangerous and even menacing to the country.

It can be believed that the same feeling still actuated him and that having emancipated himself by his latest resignation he will again give the public his reasons for condemning the most ill-considered, one-sided and costly project ever submitted to parliament by ministers pretending to be in good faith and setting up a claim to sanity of judgment.

Montreal, Oct. 19.--(Special--Hon. A. G. Blair will unquestionably oppose the Grand Trunk Pacific scheme on the public platform.

CHIEF TOPIC IN MONTREAL

The resignation of Hon. Mr. Blair is the chief topic in the papers tonight. The move and its probable effects is featured in the news and editorial columns of all the newspapers.

LA PRESSE CALLS ON BLAIR TO SPEAK

The leading editorial in La Presse tonight on the Blair resignation reads as follows:

"The resignation of the Hon. A. G. Blair is the most important announcement that has been given to the political world for a long long time. Mr. Blair is a man of vast experience, matured judgment and absolutely without prejudice. He has been Sir Wilfrid Laurier's railway authority and apparently he and Sir Wilfrid part without bitterness and without antagonism. The Conservatives now claim that Mr. Blair's resignation and his affirmation that he is today quite as much opposed to the Grand Trunk Pacific policy as when he resigned his portfolio constitutes a crushing condemnation of the scheme.

"The Liberals are hoping that Mr. Blair will say no more on the subject but subside into private life after having recorded his protest. We do not think the public will be satisfied until they hear again from Mr. Blair with a full explanation, until such explanation is forthcoming it is only fair to suspend judgment. The whole public of Canada irrespective of politics will read or listen with profound attention to anything Mr. Blair may choose to say on a question of such immense importance to the country."

TARTE'S COMMENT ON BLAIR'S COURSE

Commenting on the resignation Hon. Mr. Tarte, in La Patrie, says:

"There is no doubt that Mr. Blair's resignation and the campaign which he will make against the government is going to cause that government much harm.

"The former minister exercises considerable influence in the maritime provinces. The government gave him a certificate of good conduct and appointed him the chairman of the railway commission.

"This will not prevent the ministerial papers from saying many hard things against him, that goes without saying. That will be bad tactics but it will be followed.

"Mr. Blair and his group control many influential journals in the maritime and other provinces."

LA PRESSE REPEATS ITS TRIBUTE

La Presse, in one of its editorials, says: "The resignation of Mr. Blair is certainly a big surprise. We cannot but repeat what we said of this remarkable man on July 16, 1903. These were our words:

"The public man who sacrifices a high and remunerative office, who is envied by all certainly deserves admiration for his conviction, although nine times out of ten he gains nothing but the satisfaction of having done his duty. Throughout his career, so long and well employed, Hon. Mr. Blair has shown a strong power of will. A worker, of an impulsive temperament and highly talented, he has been master in every situation and no one will deny that he has a strong and impressive personality. Some of his actions have aroused criticism but his indisputable talent and his inflexible independence have always won our respect and sympathy.

It is therefore, without pleasure that we see him leave a high position where he was an ornament."

WITNESS SHARES BLAIR'S VIEWS

The Witness (Liberal), after speaking of the sensation caused throughout the country by Mr. Blair's move, says in part:

"Mr. Blair's criticism of the Grand Trunk Pacific bill, last year, was an admirable piece of work, and expressed views which were largely our own. We have long been convinced that the extension of the Intercolonial to the Great Lakes would be wise, and is even necessary for the welfare of that road. Because of this conviction, we advocated the purchase of the Canada Atlantic by the government, so soon as we learned that it was in the market and we were disappointed when the opportunity was let slip, and that railway fell into the hands of the Grand Trunk.

TORONTO NEWS ON THE SITUATION

Toronto, Oct. 19.—(Special)—The News (Ind.), this afternoon says:

"As yet it is impossible to say how much significance attaches to Mr. Blair's resignation of the chairmanship of the railway commission. If his resignation means only that he is to enter the service of one of the railway corporations or to become identified with some other private enterprise, it is not of great political consequence. If it means he is to re-enter politics, even for the purpose of this campaign, and to lend the weight of his name and authority to the agitation for state ownership of the trans-continental railway the effect will be great and far-reaching. Probably no other public man in Canada has Mr. Blair's grasp of the railway question, and his practical experience of railway matters. Further, he is a fair platform speaker, in fact better on the platform than in parliament, and in his own province of New Brunswick and in western Canada, his word is influential.

"It was hinted many weeks ago in the News special correspondence from St. John that before the campaign was over Mr. Blair might join Mr. Borden, and a few days now must determine whether or not there was sound basis for this prophecy. In any event Mr. Blair's resignation of the chairmanship of the railway commisison is to be regretted, and great public interest must attach to his immediate action and utterances."

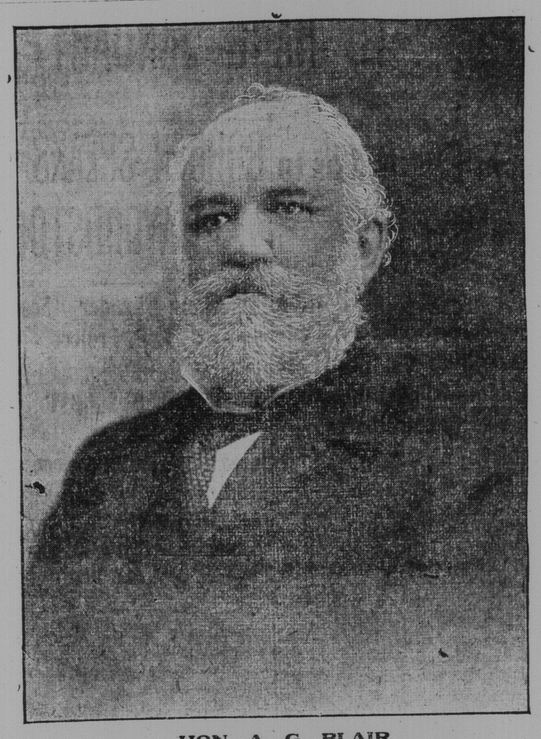
OTTAWA FREE PRESS' VIEWS

The Ottawa Free Press (Lib.) says: That Mr. Blair has great influence in his own province of New Brunswick will not be disputed, and that he might, supposing he engaged in an active campaign there, succeed in diverting a few Liberal votes is quite possible, but his views outside his own province upon the mass of voters have no weight whatever."

ANOTHER INDEPENDENT VIEW OF RESIGNATION

[From the Charlottetown Guardian (Ind.)]

Mr. Blair's resignation of the chairmanship of the railway commission affords a sensation barely second to that caused by his first resignation from the Laurier cabinet. At that time he gave up $8,000 a year and an important portfolio to signalise his opposition to the Grand Trunk Pacific contract. He now gives up an equally important position, with more assured tenure and a salary of $10,000 a year to publicly reaffirm his opposition thereto.



HON. A. G. BLAIR

We long ago said that the appointment of Mr. Blair to that position and his acceptance of it at the time was little creditable to the government or to him. The government was getting rid of a formidable opponent; he was permitting his mouth to be closed with a sop. So it appeared at the time. Mr. Blair's present resignation and outspoken words relieve him from any imputation of sordid motives. It is a second blow straight from the shoulder at his late leader and colleagues. He will now speak and he will have the ear of the country. It may be difficult for him to avoid re-entering political life, which he will undoubtedly be asked to do. That he has "no present intention" to do so settles nothing. He may change his mind.

BLAIR'S RESIGNATION DISCUSSED IN LONDON

Montreal, Oct. 19—(Special)—A special London cable to the Star says:—

Hon. A. G. Blair's resignation is announced in today's papers. There is much speculation in Anglo-Canadian circles regarding the probable effect of his resignation upon the elections, in view of Hon. Mr. Blair's emphatic opposition to the Grand Trunk Pacific scheme.

MORE ST. JOHN MEN'S OPINIONS

D. J. McLaughlin, speaking yesterday of Mr. Blair's resignation, expressed himself as pleased to hear that Mr. Blair had reaffirmed his opposition to the Grand Trunk Pacific scheme. No man, he said, is more conversant wih the great railway question of the present, and Mr. Blair in resigning knew perfectly what he was doing.

Mr. McLaughlin said he, himself, was opposed to the Grand Trunk Pacific scheme from its inception. He knew that the government in its agreement with the Grand Trunk Pacific had not, and he believed it could not, sufficiently hedge in the Grand Trunk Railway Company so as to prevent it from diverting Canadian freight to Portland. Mr. McLaughlin believed that even if there were a strong agreement binding the Grand Trunk Railway Company that company would evade it if it were to its interests to do so. The Grand Trunk Railway Company is a private corporation, with a preponderating interest in the new Canadian transcontinental railway, and it was unreasonable to suppose that it would commit itself to an agreement that would lessen its profits. All the interests of the Grand Trunk Railway Company are centered at Portland, and there unquestionably it would draw the freight from the Canadian west. Railway companies, Mr. McLaughlin said, have always ways of evading agreements if they think the agreements will prove detrimental to their interests. Mr. McLaughlin had no doubt at all that the Grand Trunk Pacific scheme, if carried out, would injure St. John, and for that reason he was strongly opposed to it.

JAS. F. ROBERTSON'S STAND

In an interview Wednesday, James F. Robertson said to the Times:—

"I feel that it is a great satisfaction to myself, and it must be a great satisfaction to many other men in New Brunswick and the maritime provinces who have worked with the Hon. A. G. Blair for the development of the east in the great question of transportation, that he has taken this very decided stand. It also strengthens my own convictions that this great question, the question of cheap transportation for the farmers of the west, is the one on which the general public should vote independent of old party lines."

SAMUEL SCHOFIELD

Samuel Schofield said: "Mr. Blair's resignation does not surprise me very much, not nearly so much, in fact, as his acceptance of the position in the first place. I consider that his proper course at the time of his resignation and his now celebrated speech in opposition to the railway bill was to have refused office under the government and to have returned to St. John for the judgment of the electorate. Had he done this he would have been almost unanimously re-elected. The city of St. John, whose interests are so much affected, would have strongly supported him and endorsed the stand he took on the question. As regards the influence upon the political situation, it must necessarily strengthen the Conservative party, politically, in this constituency and in the province of New Brunswick as a whole, as it shows quite clearly that Mr. Blair's attitude on this question is identical with the view set forth by Mr. Borden and the Conservative party. He has now given up a position to which was attached a salary of $10,000 in order to reaffirm his hostility to this measure."

WM. SHAW, EX-M. P. P.

Wm. Shaw, ex-M. P. P., said that probably Mr. Blair had arrived at the conclusion that his position was not worth while remaining quiet for. Statements were being made by Liberal orators impugning his ability as a railway man and questioning his judgment as to the extent of the injury which the consummation of the transcontinental railway would work to the country. Mr. Blair, feeling so strongly on the question, no doubt thought that by his resigning he would assist in preventing this scheme being proceeded with.

IRON NEAR LEPREAUX

It is Said Property There Is to Be Worked.

A Sydney despatch to The Telegraph says that C. V. Wetmore, of this place, is developing an extensive depoit of iron ore at Lepreaux (N. B.), that the ore has been recently examined by Swedish experts and found to be of an exceedingly good quality, resembling Swedish ore, which is very rich in magnetic properties, more than any other deposits on this side of the Atlantic. A company, it is said, was organized some time ago and work of development is to be prosecuted vigorously.

Truro Conservative Meeting.

Truro, N. S., Oct. 19—(Special)—A large Conservative meeting was held in Victoria hall tonight, and addressed by Hon. Daniel McNeil and C. E. Tanner, M. P. P. The speakers made a strong argument against the G. T. P. and claimed that Mr. Blair taking the stump against the proposed railway scheme will be a prominent factor in the defeat of the government.

One of the latest cures of the liquor habit is also the simplest. An old doctor says he has used it for years with excellent results, it is merely an orange every morning, a half hour before breakfast. "Take that," he says, "and you will neither want liquor nor medicine."

A very simple remedy for those who suffer from corns or bunions, and quickly brings relief from pain, is to bathe the foot in hot water, and follow this by putting a little lemon juice on the afflicted part, and allow it to soak in. On retiring at night bind a slice of lemon on the corn or bunion.

Nearly Every Disease

Can be traced to a clogged and inactive stomach, livers and intestines. Indigestion, biliousness, headache and insomnia emanate from this cause. Keep these organs in working order and you'll have continued health. No case is ever treated with Dr. Hamilton's Pills and not cured. Their favor is due to their marvelous success. Dr. Hamilton's Pills are very mild, yet they loosen the bowels promptly and establish healthy regularity. You'll eat plenty, digest well, sleep soundly—feel like new after using Dr. Hamilton's—one a dose—25c. per box everywhere. Be sure to get the genuine Dr. Hamilton's Pills, in a yellow box always.