POOR DOCUMENT

The Semi-Weekly Telegraph. WANTER No. 14, P. NO. 95. ST. JOHN, N B. SATURDAY, AUGUST 15, 1903. VOL. XLI. HON, MR. BLAIR SHATTERS THE GOVERNMENT'S IMPRACTICABLE AND FOOLISH RAILWAY POLICY W^A₁ 10, Fo ing sa tees. IN THE ABLEST SPEECH HE EVER DELIVERED. WAL

RAH Ottawa, Aug. 11.—(Special)—The speech ing. W Hon. A. G. Blair on the national trans-Hon. A. G. Blair on the national transplay of the mation of the second transplay of the secon Sto. So fully did he cover the whole question

A that little remains to be said. His remarks

Mor

could be secured for it-and realizing all this, my right honorable friend very ma-turally felt that the people of the country would expect that some satisfactory ex-planation should be furnished as to why, A full report is given below. Mr. Blair was cheered throughout and was congratu , lated at the close. He spoke for four

hours and a quarter. with such unusual and such unexan te, a measure of this magn Ottawa, Aug. 11-(Special)-In the hou this character had been pressed upon the house and therefore we observe that the today, Sir Wilfrid Laurier moved that Mr. Speaker do now leave the chair and that very first feature of this whole question resolve itself into committee to which the prime minister directed his consider the resolution in regard to th charge or to answer, if possible, the accu-sation which must have entered into the ontinental railway. Hon. A. G. Blair (St. John city), wh mind of almost everybody from one part of benada to the other that this question

as received with cheers, said: "I do not, Mr. Speaker, find mys less unpleasant position today than apied some two or three weeks ago i

the causes of my resignatio inistry. It is a disagreeable tas

mn a measure introduced b the answer which he gave. Let me tell

because time does not wait.'

Not a Feature of the Grand Trunk Pacific Scheme Escaped Dissection by the Former Minister of Railways—He Says Senator Cox is Responsible for the Haste With Which It Has Been Put Forward, Exposes the Manifold Weaknesses of the Hybrid Plan and Presents the Gravest of Reasons Why It Should Not Be Endorsed—Cheered Throughout as He Riddled the Scheme.

sibly not deliberate but parliament has found great satisfaction in finding that sitting of parliament, after we have take the right to deliberate and in my judgment, support of the government's policy. support of we impose a burden on the

Now, sir, what foundation is there, I ask. neck of the people of Canada of such great magnitude, before we commit this country by an act of this parliament to a scheme this road is built, if ever it is built, will sation which must have entered into a part mind of almost everybody from one part of Dirada to the other that this question had been sprung with undue haste and without deliberation.
What Was Not Explained.
"The right honorable gentleman undertook an answer to that phase of the case and I will give the house in his own words the case and I will give the house in his own words the condition of hysteria than a condition
What was not Explained.
"The right honorable gentleman undertook an answer to that phase of the case and I will give the house in his own words the condition of hysteria than a condition

a condition of hysteria than a condition Brunswick and with both

up this session large policies, after we have taxen have arranged to propose large expedi-tures, when it was known that we were going to have our best thoughts and acut

the problem of this immensity ancial and other responsibilities.

"Well, Mr. Speaker, the bonding privi-lege up to this time has never impressed all-national forced itself upon anybody's mind ntil that moment within a few weeks of this thing

public press as suggesting a e necessity or advisability of soon or how far in the future th

eman mean on the western prair Mr. McCreary-"I say there is conges-on there through which the farmers of

he country lost over six millions of dolla Mr. Blair-"My friend will find that have not altogether lost sight of this sub ject of the congestion of which he speak have considered a just and proper Whether I have rea

Mr. McCreary-"Hear, hear."

Congestion Due to Lack of Equipment.

Hon.Mr. Blair-"Yes, I intend to present the argument. Let the arguments be deal with as they will be in the discretion every one who hears them. I say there has been no cry in the west for more railways in the way of east and west long lines. My. hon. friend, Mr, McCreary, says that there was a great deal of wheat remaining

cause of the lack of anot

taking up a supposition which is singu-taking up a supposition which is singuappear to have been considered ought to have been. There are facts should have been ascertained and vould have would have ensured us con are in the dark. We cannot ngs are not so because we do not know. cannot say they are so because have not any information which would justify us in saying it. We may find if this thing goes on that it is a huge

der, that it is a grave mistake. We show know when it is too late the best int ests of this country would have been off till ter served by waiting, by putting delaying long end ake a proper investigation and that ought to be borne in mi belt to Edmonton at all events. roviding this year a guar additional 100 miles in nother direction. Now that is a if I am not in rectly informed, that the yountry which that railway pa that it rem

to invite settlers by me out last year. Was that be "That railway 600 miles long her railway un a tract of country 150 to 200 miles on each side of it will ultimately be settled but the undeveloped northern portio of that western country. No, sir, that side of it will ultimately be setuce a site of the side of it will ultimately be setuce a site of the side of it will take a great many people and it it will take a great many people and it will take some time to settle it eve enough but because the all the railways to the south of it. It hey had were not equipped with end would be some time before you needed to make a new railway to the north. I think omotives and enough power. That what the congestion arose from. the case is abundantly clear that we have done amply well this year at all events "You might build the railways that are in the way of giving a guarantee for \$9,-000,000 towards the construction of the Canadian Northern. We have done that after two years of consideration and only came to a final conclusion during the present session of parliament.

must always be cir such criticism and such condemnation a will unfavorably affect many friends, man colleagues and many of those with whor one has been heretofore politically associ

ly been a member and there are and there

PRC ated.

In Fairness to the Premier.

In th To "I am pleased, however, sir, to be ab ORBH to avail myself of the present opportunit Whe of exonerating the right honorable lead Grant of the government from the charge whice ment of the government from the charge which has been frequently made against him gince this difficulty has originated. The y-sight honorable gentleman has been charge th with having made a suggestion to me "that I should, having the opinions which I entertained in respect to the railway schome that the government have de termined upon, remain a member of the government and should quietly and silent be college with him ment of Sa twent prayed their a the sa You the ' the ' the ' the said befc at 1. Sai of of for saia to s. government and should quietly and silent ly continue to act as a colleague with him in the administration. The charge which has been preferred is that this proposition was made fly himself. I am bound to say in justice to the right honorable gentle man that the proportion did not emanate from him and I make this statement no at his instance but he construct of full accc this at his instance but as a matter of fair play to him and of fair play to myself.

G said A. J

play to him and of Jar play to myself. "In the correspondence which ensued, pending my contemplated resignation I re-ferred, as you will remember to the cir-cumstance that such a suggestion had been made in council and I mentioned the rea-sons which I thought had rendered it im-possible for me to forward by activity. JAS

sons which I thought had rendered it im possible for me to favorably entertain such a suggestion. I did it because thought that there were perhaps member of the council who think I was over punctilious in declining to pursue th course and I was glad attenwards that had mentioned it in the correspondence because there are many warm persons friends of the government who between the time that my resignation was know, and the time that the explanations wer made have criticized me because I had no pursued the very same course I say there A heat free sple lot the sixt; ing larg good and the kno fur: Lui 18th pursued the very same course. I say, there fore, that I very gladly avail myself of the present opportunity to make that matter

etraight.

The Premier's Speech.

in M.

ma

aı

"The right honorable gentleman has laid before parliament and before the country a statement of the reasons why he has "Senator Cox Cannot Wait." presented this measure to the hour defence of that measure. He has give us to understand that this scheme is scheme devised for the purpose of securit lows.' for the people of Canada a great tran continental railway which will afford the people of the east and of the w the shortest and cheapest route for carriage of their traffic. And at the sa time and in the same connection my rig honorable friend, with a good deal of se

ently much pride, told us that this great project was to be a grand national al. Cheers.) Canadian line. "If such a policy well defined and w

ensidered in all its hearings and so stuc ed that a just conclusion could be reached that it was a proper and necessary wo in the interest of Canada, if such a pr would be to destroy our future national ife? Wherein is our national life going presented to parliament then one migi-well be glad that such a venture should to be destroyed because, perchance, we take the proper time in order to study what we are doing and in order to reach a wise and just conclusion with regard be entered upon by the government of the country and it naturally would excite very great deal of enthusiasm among pe ple of all shades of politics. (Cheers.) "I followed the right honorable, t = to an enterprise which is vaster, greatly vaster, than any that has ever before en-Ed gaged the consideration of this parliament Wherein is our future national life going prime minister, in the statement which I made with the closest interest and it only fair to the right honorable gentl man to say that if the grace of eloquence to be destroyed because perchance take the proper time to study what we are doing and to reach wise and just con-

man to say that if the grace of cloquen if the finest and choicest language, if of quence coupled as I know it was with it sincerest conviction that the measure v a proper and judicious one, if these this could have carried conviction to the min clusions in regard to an enterprise vaster and greatly vaster than has ever before engaged the attention of this parliaments of the members of parliament then I say that members of parliament and the coun try generally would have been impressed the prime minister's presentation

Mr. Blair's Views U changed.

"But, sir, speaking for myself and for myself alone, while I was impressed will the singular ability of the right honorable gentleman, and while I feel that all had been said by him that could be W8 Mc Lo been said by him that could be said by anybody, and much more than could have en said by anyone else with the same

ling that it is a condition of senti wherein it was that the right honorable centleman did not offer an explanation of exaltation which has inspired the hurry his course. He did not deny that there had not been deliberation, he did not afhaste with which this ' measure is sed forward, because I will not believe and haste with which

ssible, the

it possible that any other than a straight-

had not been deliberation, he did not af-firm that the government of the country had availed itself of proper sources of in-formation and had waited until they had exhausted all the means in their power to ascertain what the conditions were in the various portions of the country which this road was to traverse, he did not tell us the need which had arisen for us to jump headlong into a scheme of this kind, he did not tell us that he had summoned to his assistance the wisest counsel which the country could aoffrd, he did not tell us had not deen denictation, he did not interview of the country firm that the government of the country tip possible that any other than a straight forward and honorable motive has inspired we could avail ourselves of those rail-forward and honorable motive has inspired we could avail ourselves of those rail-forward and honorable motive has inspired we could expire the straight forward and honorable motive has inspired we could construct in Canada. The art is a construct in Canada we could not tell us that he had summoned to his assistance of experts in order to know what the traffic conditions were which would make this railway desirable; he did not even pretend to tell us that he had done these things; but, sir, I will quote his language as to what he did say in order to repel what we almost the self-accusation which had we much the eight friend, referring to Carnegie and this threats and quoting what was sail by president Cleveland, reading from despired the single y our anxiety, arousing our fears and the world as is hemmed in by the U. S. and unable is up out anxiety, arousing our fears and the world we world by the canada we are the world as is hemmed in by the U. S. and unable is that the self is convincing many etcend is more were there is a succeeded in convincing many etcend is more were there is a succeeded in convincing many etcend is more were there is a succeeded in convincing many etcend is more in the self. For my self is that the construct is more precision of a succeeded in work. perts in order to know what the traffic conditions were which would make this railway desirable; he did not even pretend to tell us that he had done these things; but, sir, I will quote his language as to what he did say in order to repel what was almost the self-accusation which had entered his mind." Mr. Blair read from Hansard what Sir Wilfrid said. Continuing, he said: "Now, Mr. Speaker, it is only fair that I should call the grave and serious attention to this parliament and of this country to the statement which

and serious attention to this parliament and of this country to the statement which lasting ruin and disaster; and, sir, after my honorable friend has brought them up to the edge of that yawning precipice the right honorable gentleman has made. As I said, it is not a denial of the charge that there has been a want of deliberation and undue and improper haste in this matter. It is not a denial of the sharge that the government here and anxiety by telling them. 'We have saved you by our measure. We have res-cued you from that dreadful danger which this matter. It is not a definit of the charge that the government has not studied the question and before I conclude my observations on this bill, this resolution and this contract, I think I will convince the majority. Well, I will convince the minds of the majority of this house at all minds of the majority of this house at all converte the majority of this house at all minds of the majority of this house at all converte the majority of the majorit

the majority. Well, I will convince the minds of the majority of this house at all events that what is alleged against the government in this regard is absolutely and entirely true. (Cheers.) ple to the south of you.' "Now I want to ask the calm reason "Now I want to ask the calm reason and judgment of this parliament and if need be the appeal will have to be made by some of the calm judgment and reason of the people of Canada, whether, having had the bonding privilege between Canada and the U. S. in existence for all these years and when if ever there was a danger that danger has been minimized, when the "What does my right honorable friend Sir Wilfrid Laurier, mean when he says, The flood tide is upon us that leads on to fortune, if we let it pass it may never recur again?

that danger has been minimized, when the conditions existing in the U. S. are just "What does the right honorable gentleas potent to prevent the possibility of an such action being taken by the U. S. gov ernment, when the number of American man mean when he says, 'If we let it pass the voyage of our national life, bright as it is today, will be arrested in the shal-

ernment, when the number of American railways crossing our territory from one portion of the country to another and the shipping which comes to the leading ports of the U. S. are carrying to the merchants of Canada, and from the dealers in Cana-dian goods which are a profit to them, when they would be actually striking at and destroving their own trade and com-"What does the right honorable gentle nan mean when he says 'We cannot wait] "I think, Mr. Speaker, and I say with all respect to my right honorable friend, that it would have been as correct if not so poetic for him to have said, 'We canwhen they would be actually striking a and destroying their own trade and com-mence if they adopted such a course why my honorable friend should feel imperiled at this late date after all these years and not wait because Senator Cox cannot.' What does the right honorable gentle after we have been seven years in the gov-

nan mean by saying, 'We cannot wait because in these days of wonderful devel-felt even a thrill by reason of that possi pment time lost is doubly lost?' What loes he mean by saying that to wait

ward? Suggests Lack of Substantial Argument.

"It must be because there is an absent good substantial argument to sus

tain the case itself and my hon. friend, feel that they are called upon to appeal to "I fail to discover wherein we have to

ot pass over American territory though the restrictions were sought to be placed upon them by the American gov-

"We could avail ourselves of those rail

to protect herself, or what is much the equivalent, that it requires the expenditure by Canada of one hundred and odd mil-hons of money in order to get relief. "I do not think that there is any such

question today to be feared as the abrigation of the bonding privilege.

Time for That Fear is Passed. "The period when we might have feared it has long since passed away, and what ever may be the merits or demerits of this government scheme which we are now dis-eussing. I do trust that no man's judgment is going to be influenced in form is going to be influenced in favor of what he would otherwise consider a defective, unjustifiable measure because of this loggey of the abrogation of the bonding privilege has been raised. (Cheers.) "The next leading proposition which the hon, gentleman presented was that we need an all Canadian transcontinental line from

an all Canadian transcontinental line from ocean to ocean. Let me again quote the fhon, gentleman's language in order that we may be entirely accurate. Mr. Blair here quoted from Hansard.

As Minister of Railways.

Continuing, he said, "I feel, sir, as on and particularly as minister of railways in my hon. 'friend's government, that the ntry would expect me to apply my judgment to the question which came up, having somewhat more experience in the matter of railway construction and rail-way operation than many of my colleagues, being charged particularly with the govern-ment's business in that regard. "I felt that on me would rest a larger measure of responsibility, and I was en-titled to know and to see into the matter far enough to justify me in asking parlia-ment with a clear conscience and well set-tled conviction to give its assent to the proposition to be laid before it. ent to the question which came up

Too Hasty Action, Says Mr. Blair.

"Why is it that my hon, friend and the government for whom he speaks come to us now in that frenzied rush, that impetu-ous haste which has inspired this legisla-tion and tell us that we are in deadly peril and that the utmost danger of having out commerce destroyed by the action of a friendly government. I ask the members of this house why this pretence is put for-ward or this argument. I will not use any term knowingly offensive to any of my friends. Why is this argument put for-ward? "Barely six months ago this quest are ruly engrossed with the business of parliament and when some have particu-larly important measures pending before the house. In that I speak for myself be-cause as minister of railways I was charg-ed with the carrying forward of a piece of logistic which was not important

of legislation which was very important and which required the best thought and attention I could give it in order that it might be perfected in every point.

"I fail to discover wherein we have to appeal to heaven against the possibility of a little delay in this matter. I know of no reason why the interests of Canada are going to be prejudically affected because when we move forward we see the end or think we see the end to which we are looking and know the limits of the re-sponsibilities by which we assume to be bound and because we believe we under-tand the conditions under which we are operating. Why is it said by my honor-able friend in this manner and in these terms that we must not pause a moment to deliberate The government may pos whether the real reason was that they had "This being the case, was this the time

ing in the final ratification, if we do it, upon a measure which when it is once passed is beyond recall, which when

once passed is beyond recall, which when once passed is irrevocably done, so that the people of Canada will have more to say whether this thing should be. "My honorable friends have taken the precaution, I do not say they have un-fairly taken the precaution, but the pre-caution has been taken of making a con-tract with somebody representing the Grand Trank Pacific, a company not even yet incorporated, somebody who under-takes to speak for the Grand Trunk Pacific as to what the company will so "You might build the railways that are now built and are serving the settlements where they are constructed in the southern potion of the N. W. T. as far north as the railways extend. These people have had no difficulty at all from any other cause than the shortage and shrinkage in the equip-ment upon these railways. If you have read carefully what has been said by these people, you will find that there is a gen-eral concensus of opinion that was the trouble and not because they wanted other railways to be constructed just now in do and also somebody who undertakes to say what the G. T. Railway Company of railways to be constructed just now say what the G. T. Railway Company of Canada will do and they have signed this contract in all its details with all its clauses and conditions and they have put that upon the people and they say to us accept this or reject it, take it as it is or leave it. You have but one alternative—to that territory. "The traffic was congested, but I think the congestion will very soon be overcome I think perhaps it may be pretty well provided against now. But I state now that

swallow the whole project, the whole. (Cheers.) Whence the Pressure? providing that country with all read

railway facilities that are needed at pres-ent. (Cheers.) "Now I want to know also in all calm "Now I want to know also in all calm-ness and all frankness from the members of this parliament from whence this irre-sistible and computive pressure under which we must drive this thing through now. The thing was never mooted before and the government took no action until the G. T. Railway convinced them that it 'Now there has been no press agitation. Let me add that I have not heard of any agiatation in the maritime provinces or in the Province of Quebec. In the city of Quebec and neighborhood there is quite a the G. T. Railway convinced them that it would be in their own interests to hit some railway project liberally aided by the parliament of Canada which they de-sired to promote. That is the secret of the whole business, that is where it or-iginated, all the other considerations fell upon unheading ears, all these fell, dan-gens never struck our minds never seem to have entered into our calculation. It never occurried to us that we were under such imminent peril, it never was suggest eeling in favor of some assistance given to a railway that was to travel over given to a rankey unit was to farts that much the same routes and so far as that sentiment has been expressed it is entitled to consideration. I myself have been in sympathy with it and I am going to state fully what my opinion is in that regard be found a conclude my observations. But I fore I conclude my observations. But do say that there has been no demand i the northwest for a grand transcontinent line from ocean to ocean. There has been uch imminent peril, it never was suggest none in the maritime provinces. I never heard of any and I would have heard if i ed by anyone that the great future of Canada and the life of Canada was at stake until the G. T. Company made a call and laid their propositions before my honorable friends and colleagues of the existed. If there had been any deman-for it I would have heard it. No bod

"I make bold to say that there is no evidence that the people of this country demand this legislation. I will commence demand this legislation. I will commence with the province of British Columbia and ask you. Is there any call loud or weak from the province of British Columbia that any railway should be put through the passes of the Rockies and carried to Fort Simpson. If there is I have not heard it. I would like to see the proof that can be brought in support of any such state. be brought in support of any such state ment: Such a feeling dees not exist.

What British Columbia Wants.

"I have no doubt that the people of the province of British Columbia, if this rail-way venture is going on, would like to see it pushed through their province. But know that when it comes to the question of railway aid or construction in that pronce, the files of the department of railways will show what railways they want. Amon them is not included a transcontinenta railway into that province. Go over the files of the department and you will find that the railways that they want are those that will go through southern Columbia and give means by which the mineral products of that country can be taken to market. That is what they are seeking for, therefore I say that from

wherever else the cry may come calling for the building of such a line as my hon. friends propose that cry doesn't proceed from the province of British Columbia. No Demand from Ontario.

"Well, have we heard any loud appeal from the sister province of Ontario. Have we heard even a whisper of it before the thing was suggested. Of course I do not deny that the very moment it is known that the government of the country is de-termining upon carrying out this project you will hear cries innumerable in favor of it. Then all the papers and all the men who are friendly to the government will

who are friendly to the government wi take up the cry, if their judgment or the consciences will allow them to do it. When the project is announced, then the cry will eixst. But it did not exist. There was no voice, there was no word, there was no suggestion of it before the suggestion came from our friends in Montreal

Extend the I. C. R. to Georgian Bay.

"Now my own view would be that if we wanted to pass railway legislation, if we wanted to do something of advantage for the transportation of the country, if we wanted to secure to our Canadian sea-

ports the transportation of western pro-ducts we would have extended the I. C. R. to Georgian Bay by acquiring the Can-adian Northern. Of course, Mr. Speaker, the three roads, an I am incluing the Man-itoba & Northwestern for although they are branches they are still extending large-ly to the west and northwest, they are Mr Sneaker. that involves a continuation of the prin-ciple of government ownership, a principle to which I know a great many people are stile.

"It would involve the government doing

"It would involve the government doing something to which many people are not well disposed. I regret I am sure as much as any man can, that unfortunate visit which the right honorable gentleman paid to Depot Harbor on the occasion he men-tioned in his speech. It left an incredu-lous impression upon his mind fatal to all ideas of government ownership, fatal to any projects in that direction. It is enor-mously regrettable because that impression cannot be removed. No amount of argu-ment, no amount of reason, no amount of ment, no amount of reason, no amount of experience could possibly lift from my right honorable friend's mind the load of conviction that was brought to him by the visit on that occasion referred to. I know that some former colleagues of mine were not a bit more friendly to government ownership than he was, whether it is Ar-ing to the visit to Depot Harbor I am all "The impression that has been created

ever heard of this project at all even, until this session of parliament was half way through. No one ever heard it mooted. upon my own mind is that they had made this question of the I. C. R. so much a hattle dore and shuttle cock business in former times when they were on the other side of the house that my honorable "As part of any scheme that was under such consideration by this governmen likely to be submitted to parliament for an extension of this line to Monoton, ther likely to be submitted to parliament for an extension of this line to Monoton, there has been no press agitation in favor of it during the last six months, no platform agitation, no discussion in parliament, no-body has arisen in any numbers of or even units and said that we want another transcontinental railway, moving motions urging the government to that course. No body has been calling for this, therefore it is a mistake, it is misleading to say that there is a great cry in the country which impels this government to adopt the policy that has been determined upon. "Moreover, Mr. Speaker, it is fair to add that when this scheme was moved, they moved for a much more limited scheme, they moved for a scheme which involved aid to a railway to North Bay, as they told us publicly. That was their idea. Those other features have been added on since and I suppose it was considered necessary

and I suppose it was considered necessary by reason of the fact that these bonding privileges had been imperilled and the dire-ful consequences seemed to be imminent. next move that we would take. I let that it would be a proper move to take. I have been four or five years struggling valiantly in order to achieve some such success in that direction. The move will be taken, though. Other views which are more po-(Cheers.) "Now, sir, when we consider all these facts and other facts, it would seem to be tent, other men will prevail upon govern ments and they will adopt the policy be

almost incredible that under such circum-stances no heed should be paid to an ap-peal that we should go slow, that we should see what we are doing, that we should carefully study the bearings of the question in all its aspects. I am sure there is scarcely a minister in the govern-ment burdened with all the duties which are cast upon members of the covernment

there is scarcely a minister in the government burdened with all the duties which are cast upon members of the government ownership in Canada.
Government Ownership in Canada.
"I am not going to undertake to enter on this occasion on any elaborate justification of the policy of government ownership. I have on many occasions when I have been addressing the house in reference to my railway estimates taken, the opportanity of pointing to mind a little. In that direction, and I have arguments which, while not being put forward at the time as arguments in favor of government ownership. I have influenced the creation of a future sentiment in favor of such a policy and I claim that whether it be due to any desires or any wishes of any railway company. I think a different scheme from

