

THE TRANSCONTINENTAL. A FORMER NEW BRUNSWICKER CANVASSES THE WHOLE SUBJECT.

He Reviews Mr. Blair's Course, and Makes a Point Upon the Guarantee.

To the Editor of the Globe: Sir,—As before furnishing an article for the Advertiser here on political matters and writing a communication to you, I have decided on the latter course.

In 1900, on my return from Europe to Canada, I met the Hon. A. G. Blair at the Windsor Hotel, Montreal, when, after conversing with him, I informed him that should he find himself as closely pressed by the action of the C. P. R. in the election then about to take place as he then seemed to think he would be, on receiving a telegram from him to that effect, I would go from my objective point, St. Catherine's, to St. John to vote for him. As I was then a voter there, Subsequently I had occasion in Calgary to ask the intervention of Mr. Blair, as an influential member of the government, to correct an injustice that had been done to an old, faithful civil servant there, and was met by him with a kindly compliance, which, in due time, proved effective, so I have not a greater or more kindly feelings for our distinguished New Brunswick friend. But when I read, as I did in Calgary, and in his publication, Mr. Blair's speeches in his attempts at justifying his course on the trans-continental railway matter, my feeling was one of sorrow at what I thought and still think was a most ill-advised course, in the taking of which it seemed to me that he had made the one great political mistake of his life.

When I practised law in New Brunswick our friend Mr. Blair was not ranked with the ablest men in the profession, such as Palmer, Duff, Thompson, Kaye and Welton, but with those rather who ranked slightly lower. In fact, he was rather noted as a politician than as a thorough-lawyer. In that, I think, we find the clue to his whole course. Soon after he went into politics he became the leader of the New Brunswick government, where he proved to be almost a despot, in which position he lorded it over his followers until called by Sir Wilfrid Laurier to take an important portfolio in the Dominion government. Here, though, as valuable as he was as the Minister of Railways, he found himself necessarily in a very different position from that which he occupied when riding it rough-shod over his New Brunswick colleagues. His grievance crops out in his letter of July 10, 1893, to the premier, in which he complains of being ignored in connection with the railway negotiations. His subsequent course seemed to me to be little more than a studied effort for revenge; his arguments, those of not the highest class lawyer, seeking to make the best case he could out of very bad material.

Let us now, in an absolutely perfect fairness, place his course in the matter under review. First, we find this same Mr. Blair only a short time prior to his startling escapade declaring in a speech at Vancouver that there were four additional trans-continental railways, which would be necessary to meet the requirements of the country. And yet, when, soon after, the most imperative arrangement that could be devised for the speedy construction of but one of those roads is proposed, we find him, who said that there should be satisfied by an intelligent child, plunging headlong into opposition.

Let us glance at those reasons. One, which impressed me as being about the most absurd of all, was in his objection to making immediate provision for the construction of so greatly needed a road, until surveys had first been made. Every reader will remember his declamatory statement, the latter part of which has been already to do duty so extensively as a party cry of, "They say the country can't wait. Senator Cox can't wait!" And yet, for the reason named by him, the surveys clearly has shown that it would have been absolutely folly for either the country or Senator Cox or any one else to have waited for a single hour. Aside from the facts that surveys had been extensively made by Sir Sanford Fleming and others to the Pacific coast, and that as an exhaustive survey by our own New Brunswick civil engineer, Mr. Valentine Hartley, showing an excellent short route from Quebec through New Brunswick, entirely avoiding the long and commercially objectionable route known as "The Major Robinson route," by the valley of the Metepedia, and thence by a semi-circular route to Moncton and St. John, not one jot or tittle of the railway contract which has been made will be required to be cancelled or changed as the result of the surveys that are now being made, and that as working services will, to a greater or less extent still have to be made during the entire construction of the road. Not only so, but as the facts have shown as the absolutely necessary effect of the contract itself, and in compliance with its terms, the fitting and desirable planching by the commission for the construction of the eastern section of between twenty and thirty surveying parties for an exhaustive survey of such section, such surveys and the contracts to be made under them, bear the strongest evidence to the wisdom of the making of the contract without causing the country or "Senator Cox," or any one else needlessly to wait for an indefinite period with the possibility of making, or, of not making, a contract at some time in the dim, uncertain future. For such a cause it is palpable that the country could not wait!

Next, as to Blair's contention that the road should be entirely built and operated by the government. Though this has been made the great cry by Mr. Borden and by some of his followers, after the experience in connection with the Intercolonial, the more successful railway ministers. It is difficult to understand how any really sensible person could advocate a course so absolutely absurd. Of course, as regards Mr. Borden and his followers, they constitute the opposition, and as such, they simply oppose! But, fancy that the government had brought in such a measure, what would have been the action of Mr. Borden and his friends then? Of course, on every reasonable ground the most violent and unanswerable opposition. From Sir John Macdonald, Alexander Mackenzie and Sir Charles Tupper down to Sir Mackenzie Bowell, but one opinion, and that, to my reasonable person, an absolutely conclusive one, has been all but universally entertained on that subject throughout Canada. If the government had had but one fraudulent device of legislating as that proposed by Mr. Blair, and now, as a matter of opposition, advocated by Mr. Borden and by some of his followers, might be under-

CANADIAN SOCIETY OF NEW YORK.

Programme of Entertainments Arranged for November and December.

OCTOBER 26. To the Editor of the Liberal News. Sir,—The executive committee of the Canadian Society of New York respectfully requests that you insert in your paper the following notice, which will be of interest to Canadians both at home and in New York:

At a recent meeting of the executive committee of the Canadian Society of New York, a programme of entertainments for the months of November and December. The evening of November 19, will be designated as "Ladies' Night," when a special dinner and entertainment will be provided for the members and their guests, including ladies.

The annual dinner will be held on the evening of December 6th. Representative men of Canada and the United States will be the guests of the society. An instructive programme of speeches and music has been arranged for this occasion.

The Canadian Society is composed of three hundred and forty members, all Canadians by birth, now residing and engaged in business in the city of New York and vicinity. Its objects are to foster cordial social relations among Canadians and to advance in every way possible their interests.

The society makes its entertainments during the winter months occasions of genuine hospitality to all Canadians whether members of the society or not.

All Canadians are requested to send the names and addresses of their relatives and friends who are Canadians and reside in New York city and vicinity, to Mr. J. A. Bucknell, secretary, No. 170 Broadway, New York, so that the courtesies of the society may be extended to them.

MEETING OF THE SAFETY BOARD.

A Number of Tenders for Supplies were Accepted.

The Safety Board was in session at City Hall, Monday afternoon, with Alderman Maxwell in the chair. There were present Director Wisely, Chief Kerr, of the fire department, and Aldermen Bullock, Goldrick, Haman, Lewis, Dally, Tilley, Brown, Frink, Macrae and Common. Clerk Wardrop. The board opened tenders for twelve great coats for the police department as follows: Henderson and Hunt, \$24 each. Scovill Bros. and Co., \$23 each. After a discussion as to the merits of the different samples of coats submitted, the tender of Messrs Henderson and Hunt was accepted.

Tenders for hay, oats and feed were opened from Messrs C. H. Peters and Son, A. C. Smith and Co. and D. J. Purdy. The following tenders were accepted: Messrs. A. C. Smith and Co. tender for 36 tons of hay at \$10.50 per ton. Messrs. C. H. Peters and son tender for 5 tons of bran at \$21 per ton. D. J. Purdy's tender for 2,500 bushels of oats at 41 cents per bushel. Messrs. A. C. Smith and Co. tender for 20 tons of straw at \$6.98 per ton.

W. F. Barnhill asked for renewal of lease of lot No. 8, parish of Lancaster. Recommended to council. Estate of J. E. Hamm asked for renewal of lease of lot in Guy's Ward. Referred to council.

Jane Clarke asked for a renewal of lease of property West side. Referred to council. Mary Campbell asked for a reduction of rental of ground Protection street W.E. Request was declined.

The drivers of the fire engines, hose reels and salvage corps teams asked for an increase of pay from \$45 to \$50 per month. The application was filed for the April meeting.

The Sons of Temperance of New Brunswick and Nova Scotia jointly petitioned the board for co-operation in helping to enforce the law with reference to cigarette smoking by minors. The board agreed to notify Chief of Police on the matter and recommend that the law be enforced.

A communication was read from Building Inspector Maher, with reference to the Coll property on Pond street, said to be dangerous as a fire trap. Owner of the property agreeing to make alterations at once. The board suggested that the Inspector be heard the proper course in order to have the Act amended governing wood buildings.

Policeman Rolston petitioned the board for pay for time lost through illness. Rolston had been ill during the months of July and August. The usual half-pay was recommended.

The annual pay roll of the city firemen, amounting to \$7,805.70 was recommended to be paid.

Frank W. Spragg and several others applied for positions as drivers and engineers of the new chemical engines. The applications were referred to the sub-committee to deal with.

Ocean Steamers. MANCHESTER LINERS. From Manchester. From St. John. Leave London. Leave St. John. FURNESS LINE. ST. JOHN AND LONDON. COMMENCING TUESDAY, SEPT. 6. S. S. "ELAINE"

Ocean Steamers. ALLAN LINE. ROYAL MAIL SERVICE. From Liverpool. From Montreal. From St. John. EASTERN STEAMSHIP CO. International Division. REDUCED RATES.

Ocean Steamers. WHITE STAR LINE. From London. From Montreal. From St. John. BELLEISLE BAY. S. S. BEATRICE E. WARING will leave St. John for Head of Belleisle and intermediate points EVERY TUESDAY, THURSDAY AND SATURDAY at 11 a. m.

Railroads. CANADIAN PACIFIC. 100,000,000 ACRES. OF splendid Farm Lands in the CANADIAN NORTH WEST and the Dominion Government Grant to each Adult who will work it.

Railroads. INTERCOLONIAL RAILWAY. ON AND AFTER SUNDAY, July 3, 1904, trains will run daily (Sunday excepted) as follows: TRAINS LEAVE ST. JOHN.

The New Brunswick Coal and Railway Company. GEO. McAVITY... President. TRAIN ARRANGEMENT. UNTIL FURTHER NOTICE, TRAINS will leave Norton daily (Sunday excepted) at 8:45, arriving at Chipman at 11:30 and Miramichi at 12:45.

New Brunswick Southern R'y. ST. JOHN AND ST. STEPHEN. AMERICAN EXPRESS MAIL TRAIN. Daily (Sunday excepted). Leave St. John (east ferry)... 7:50 a. m.

NOTICE. HAVING DISPOSED of our extensive Carriage Works and business to three of our best employees, viz: Thomas Graham, Woodworker; Frederick Cunningham, Painter; James Naves, Blacksmith, we take this opportunity of thanking our friends and patrons for their liberal support and have much pleasure in recommending our successors as well as for their continuance of the patronage we have so long enjoyed.

Shorthand in 30 Days. We Guarantee to teach you in this time, or ask no pay. Graduates in Good Positions. IN ST. JOHN, WHO STUDIED LESS THAN 30 DAYS: Miss B. Clift (25 days), with Massey-Harris Co.

A. B. Smalley & Son. We are commencing to sort up for fall and winter trade and will have the best and newest goods to be obtained in our lines. Watches, Rings, Brooches, Lockets, Gold and Goldfilled Chains for Ladies' and Gentlemen.

A. B. SMALLEY & SON, 91 Prince William St. Coal. Insurance. Broad Cove Coal, \$3.40 Per Load of 1,400 Lbs. or \$6.80 Per Chaldron of 2,800 Lib. Delivered.

Soft Coal, \$3.25 Per Load Delivered. Sreened, Coarse Coal, which make a good strong heat and lasting fire. MINUDIE COAL CO., Ltd.

RESERVE COAL, OLD MINES SYDNEY, Scotch and American Anthracite. Price from \$4.00 per Ton up. R. P. & W. F. STARR, Ltd.

FOR HALLOWE'EN AT W. Alex. Porter's. Almonds, Walnuts, Castines, Filberts, Peasans, Chestnuts, etc. Crown Brand VINEGAR!

ROYAL HOTEL. ST. JOHN, N. B. ENTRANCES—41, 42 and 45 King Street. W. E. Raymond. H. A. Doherty. HOLLAND GIN. To arrive ex Nordboen and Evange-line: 65 Casks, in qrs., octs., 1-2 octs.

Good Bread, Cakes, Confectionery. DICK'S PHARMACY, Cor. Charlotte and Duke.