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DAILY HERALD.

FRIDAY, JULY 17, 1903.

MR. BLAIR'S POSITION.

The explanations made in Parliament by Sir Wilfrid Laurier and Hon. A. G. Blair respecting the latter's resignation from the cabinet, bear out previously stated reasons for the ex-minister's action, and exhibit Mr. Blair to the country as a man who declined to swallow his convictions on an important question of public policy, that he might continue to occupy a position in the government of the country.

Mr. Blair's observations have the ring of true manliness, and he will receive unbounded credit in the country for his action, entirely aside from the larger question of policy at issue between him and his late colleagues.

Mr. Blair's dream has been to see the Intercolonial railway extended to Winnipeg, and eventually across the continent, and he is unalterably opposed to the deal by which the government propose to construct a line of railway from Moncton to Winnipeg, hand it over to the Grand Trunk and heavily subsidize a continuation of the line to the Pacific coast. Mr. Blair claims that by constructing such a road in the eastern section of Canada will be to parallel the existing government road, and to a great extent destroy it as a revenue producer. Sir Wilfrid Laurier and his colleagues take an opposite view, and hence the split.

Under the circumstances Mr. Blair could not do otherwise than resign his position; he absolutely declined to remain in the cabinet and be a party to a line of policy which is in direct variance with his own personal views, and which he believes is not in the interests of the country.

While both the premier's explanation and Mr. Blair's observations were couched in language calm and dignified, there is evidence in the record that Mr. Blair feels he was unfairly treated by the premier and his colleagues undertaking to negotiate the Grand Trunk deal without acquainting him with the facts. Sir Wilfrid rather discounts this view however, and expresses himself as having at all times treated Mr. Blair with the consideration due to his position in the government.

Mr. Blair proposes to throw the whole weight of his influence against the passage of the Grand Trunk bargain in parliament, but the Premier announces that on other questions of public policy the ex-minister of railways will continue to support the government.

The parting of Mr. Blair from the government is regrettable from many standpoints, but men of both parties, even the premier and his colleagues, must admire the sturdy, manly independence of the ex-minister, who has sacrificed position, emolument and power to what he believes is the correct view of an important public question.

A MISTAKEN POLICY.

It would appear from the statement of Sir Wilfrid Laurier that the New Brunswick section of the proposed new railway will be constructed through the centre of this province, without touching the St. John valley region, but traversing the eastern side of the St. John river about mid way between the river and the north shore. This is not only paralleling the I. C. R. but avoiding the most fertile section of the province, a section that is practically at the present time without railway facilities. The government will be ill advised if they adopt any such course. The road should at least traverse the St. John valley as far as Fredericton, utilize the road already under construction between this city and Chipman, and

continue from that point to Moncton and St. John.

It is to be hoped that before adopting the route indicated by the premier, the government will make a very careful examination of the country. We have already the I. C. R. running for the greater part of its route in New Brunswick through an unsettled locality with very little prospects of development, and it would be a grave mistake to locate the new line through practically the same region. If the government must build the proposed road, let them locate it in this province, that it will serve local as well as general interests.

There are a number of public positions open to a gentleman of Hon. A. G. Blair's great ability. The chairmanship of the railway commission, the vacancy on the Supreme court bench of Canada, chairmanship of the transportation commission, which Sir Wm. Vanhorne for lack of time has declined, are all awaiting appointments, and the government would be doing a graceful act in offering one of these positions to the ex-minister. We do not know what Mr. Blair's plans are for the future, whether he would accept any of the positions named, or prefer to continue as a private member of parliament, but the services of so able and patriotic a man should not be lost to the country. There are those who believe that Mr. Blair is tired of political life, which for him for the past twenty-five years has been strenuous, and possibly he gladly welcomes the opportunity to gain a respite from the responsible and exacting duties of a cabinet minister.

How quickly the Tory organs discern true worth in Liberals after they have left the cabinet. Here we have the Halifax Herald declaring that the strength of the government is gone with the departure of Mowatt, Davies, Tarte and Blair. Every one of these gentlemen have been viciously slandered by the Halifax Herald, especially Mr. Blair, but the same paper now declares that the ex-minister of railways was "certainly one of the very ablest and strongest members of the cabinet."

The unstinted praise which Mr. Borden bestowed on Mr. Blair in parliament yesterday is an indication that the Tory leader is throwing out a net to capture the ex-Minister.

Mr. Fielding will be acting Minister of Railways, pending the reconstruction of the cabinet.

The British Columbia local elections are to be held Oct. 31.

THE SUSSEX RACES.

A Big Field of Entries in all Classes—
Some Fast Ones in the 2.20.

Following are the entries for the mid-summer races on Sussex track, Wednesday, July 22:

2.20 CLASS TROT AND 2.23 PACE.

Lord Alvisston, E. LeRoy Willis, Sydney. Roberval, 2.20, A. B. Ester, Amherst. Starlight, 2.22½, J. A. Johnson, Halifax. Fleetstep, 2.22, Dr. F. A. Taylor, Moncton.

Sanol Prince, 2.21½, S. A. Fowler, Sussex.

Rockfarm, Grace, 2.19½, J. R. Cowans, Springhill.

Golden Gate, 2.24½, H. J. Flemming, St. John.

2.25 TROT AND 2.28 PACE.

Leewood, S. N. Dawson, Tryon, P. E. I. Sunnyside, Geo. Hopkine, Springhill. Kaiser, G. J. A. Johnson, Halifax. George, C. I. Keith, Barry's Mills, N. B. Nena Wilkes, J. R. Cowans, Springhill. Montrose, H. A. McCoy, Fredericton. Joe Patchen, Frank Mann, Petitcodiac.

2.35 TROT AND 2.40 PACE.

Nellie Wilkes, W. B. Bowness, Summerside, P. E. I.

Red Light, J. A. Johnson, Halifax.

Annie Brevet, F. Duncan, St. John.

Harry K., Roger Varian, Sydney.

Pattie Bangs, Thomas Hayse, St. John.

Butternut, T. Fred Johnson, St. John.

Ping Pong, Harvey A. McCoy, Fredericton.

Estill Boy, J. R. Cowans, Springhill.

Mr. C. D. Hebert, of Dupuis Corner, Westmorland county, one of the French school inspectors, was in the city yesterday.

"What kind of weather do you think we are going to have tomorrow?"
"The indications," said the professional prophet, "point to more rain, but I have no personal opinion on the subject whatever."

Success.

The talent of success is nothing more than doing what you can do well without a thought of fame.—Longfellow.

He who devours the substance of the poor will meet in the end with a bone to choke him.—Schoolmaster.

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accomplishes most gratifying
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2 lb. cans Ox Tongue,
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Canned Lunch Tongues,
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Sliced Dried Beef in jars,
Veal Loaf, Ham Loaf,
Sliced Bacon in Glass Jars.

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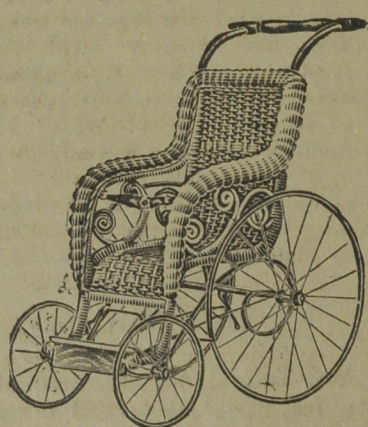
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