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DAILY HERALD.

THURSDAY, AUGUST 13, 1903.

THE RAILWAY DEBATE.

Parliament has a big contract on its hands in dealing with the government's transcontinental railway policy, and the debate is likely to continue for several days, possibly well on to the end of the present month.

Hon. Mr. Blair's arraignment of the policy was admittedly a very able effort, and no doubt the government speakers will mostly direct their efforts towards answering the ex-minister of railways. There is no man on the Conservative side capable of making such a presentation of the case against the government, but there are several gentlemen in the Liberal ranks, whose efforts will measure well up to the standard set by Mr. Blair whose practical knowledge of railway matters well fitted him to lead the opposition to the government's proposition.

The ex-minister's arguments were first answered by Mr. Charlton, who declared that Mr. Blair had not given sufficient reasons for his retirement from the cabinet, and that Mr. Blair's declaration, now that action on the transcontinental line was taken with undue haste, was not consistent with his speech in Victoria a year ago, when he said that Canada was then ready for a transcontinental line, and not one, but more than one. At that time Mr. Blair said the road was wanted right away. Now he says that the country was not ready for it and that undue haste was being exercised by the government in regard to this proposition. At Victoria Mr. Blair said that the opening up of the Northwest required additional railway facilities, and last night he declared against having too many railways in the west. Contrast the agreement with the Canadian Pacific bargain, when a whole empire was thrown as recklessly away as stones from a brook.

Mr. Monk, Conservative, who followed, declared for a government owned road, and expressed the belief that the Grand Trunk would continue to favor Portland as its Atlantic terminal.

Hon. Mr. Fielding spoke effectively in support of the government policy, and combatted Mr. Blair's argument that the eastern section of the Grand Trunk Pacific would destroy the Intercolonial. Mr. Fielding made a strong point when he declared that while the original C. P. R. started westward from a point 850 miles from the Atlantic seaboard the Grand Trunk Pacific would run from ocean to ocean, every foot of it through Canadian territory. Dealing with the charge of Mr. Blair that the I. C. R. was to be dismantled Mr. Fielding said that while the Conservatives cheered that statement the ex-minister of railways must have been reminded that he got no cheers from them when asking for sums for the improvements of the terminals at Halifax and St. John. As for the Intercolonial it was safe in the hands of the government. As to branches to be built in connection with the Grand Trunk Pacific, Mr. Fielding declared that undoubtedly one would be constructed from Chipman to St. John, and as to the contract generally he said it was stipulated that all untrouled traffic should go to Halifax and St. John at Portland rates. That obligation was given by the Grand Trunk company in good faith and they would live up to it. If they did not, the means would be found to make them live up to it.

Mr. Fielding declared that in no contract ever presented to parliament, were there so many safeguards provided to see that the traffic found its way to Canadian sea ports.

The debate was continued by Mr. Barker, Conservative of Hamilton, and Hon. Clifford Sifton.

Mr. Blair's speech on the government's railway policy is warmly endorsed by the Conservatives, and when the ex-minister of railways had concluded his address, Mr. Borden, the Conservative leader and a large number of the members of the opposition crossed the floor of the House, shook hands with the ex-minister of railways and congratulated him on his deliverance. The Liberals throughout Mr. Blair's speech gave evidence of dissent, and it is doubtful if there will be any break in the Liberal ranks when the vote is taken, with the exception of Mr. Blair.

Senator Cochrane, Conservative, and one of the leading stock breeders of Canada, is dead at Hilhurst, Quebec.

CITY COUNCIL.

[CONTINUED FROM THIRD PAGE.]

company. He had intended referring to the letter published by Ald. Vanwart, and as a member of the committee refute some of the statements contained therein, but it was not necessary in view of the course taken by Ald. Vanwart. Had Ald. Vanwart taken the trouble to consult with some of his special friends, he would have hesitated before attaching his signature to such a document. He was positive that Ald. Vanwart did not believe the statements himself. But there were some things in the letter that Ald. Vanwart in his speech had not cleared up. One was the insinuation that there was corruption in the transaction. It was always his (Farrell's) boast that the business of the city was conducted in as upright and honorable manner as that of any city. There may be mismanagement in some cases, but there is no dishonesty or corruption. He would draw the veil in charity over Ald. Vanwart's insinuations. He had lived in Fredericton the greater part of his life and the people had trusted him with their confidence, thus enabling him to assist in the management of the public business. He would leave it to the public to say whether or not in the dying moments of his political existence—for it may be his last year as alderman—he would for the sake of bringing some small benefit to a company be guilty of conduct that would be the means of ruining his citizenship for the remainder of his life. He felt that he had rendered good service to the city, and would not care to have his citizenship destroyed. There are some people not open to conviction, who would kick if the plant was made a free gift to the city. There might be improper motives attributed to the members of the committee, but he was willing to allow the people to judge of his conduct. He hoped the council would approve of the recommendation of the committee, as he felt sure it would mean the saving of thousands of dollars to the city. Before closing Ald. Farrell spoke of the time and attention that had been given to the question by His Worship the Mayor. He had attended every meeting of the committee and had done all in his power to safeguard the interests of the city. For this His Worship was deserving of the hearty thanks of all citizens.

Ald. Stockford in reply to Ald. Farrell, claimed that the dynamo and lamps could be bought for less now than three years ago. Argument now would not change the minds of the aldermen on the subject. Ald. Vanwart and I undertook to fight this matter through and have made a disastrous failure of it. He (Stockford) was going to oppose the resolution.

Ald. Vanwart thought the city should have control of the poles and allow the use of them to a private company that had applied for them.

The mayor thought that the matter could be considered at a later stage. Ald. Farrell said that the city would own 232 poles outright, and would have absolute control of them. The city would rent 127 poles until such time as new ones could be put in. There is nothing but street light wires on the 232 poles, and the other 127 have commercial light wires on them.

REPORT ADOPTED.

The motion to adopt Ald. Clark's resolution was then put to the meeting and carried without division.

When this had been done the spectators lost no time in vacating the chamber. Ald. Stockford submitted the report of the wharf committee which recommended that tenders be invited for furnishing the lumber required for extending the wharf below the Phoenix Square market. It was adopted without discussion, and the council at once adjourned.

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