

THE DAILY HERALD

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DAILY HERALD.

MONDAY, APRIL 28, 1902.

MR. BLAIR'S VICTORY.

The Tory members of parliament, who set out this session to do Mr. Blair up on his Intercolonial Railway management, have retired from the ring with badly marked visages and a generally battered appearance. Mr. Barker, of Hamilton, and Hon. John Haggart, ex-minister of Railways, the most inefficient and negligent one Canada ever had, were the gentlemen who planned the undoing of the popular New Brunswick minister, and they are probably sorry by this time that they ever undertook the job.

In the public accounts committee for weeks Mr. Blair's accusers have been endeavoring to fasten some scandal on his railway management; they have summoned witnesses from Moncton, and have taken counsel with the rejected P. S. Archibald, but have utterly failed to connect the minister or his department with anything that reflects in the slightest degree on that gentlemen and the officials under him.

Last week the attempt to besmirch Mr. Blair was transferred to the House of Commons, but the magnificent speech which the minister delivered when the I. C.R., estimates came up in supply backed up by that other splendid address from Hon. H. R. Emmerson, left Messrs Barker and Haggart without a peg on which they can make a charge against Mr. Blair's management.

Speaking of the special campaign which Mr. Barker and Mr. Haggart arranged against Mr. Blair, and its disastrous failure, the correspondent of the Montreal Herald at the capital, says:

"Mr. Barker spent his holidays last summer travelling over the line, looking for grounds of attack. [Mr. John Haggart, the late Minister of Railways, has sacrificed sleep in a search through blue books for scandals. Witnesses have been hauled before the Public Accounts Committee, compelled to kiss the Bible and swear as to every engine that has been purchased, every rail that has been laid, every spike that has been driven, on the people's railway. The information has been turned, twisted and moulded by the inquisitors into an attack. The Minister of Railways has not enjoyed the best of health during the past year, and the Opposition went into the fight confident that he would not be able to defend his department with his usual effectiveness and vigor; while on the Government side there were some misgivings. Tonight the hopes of the Opposition are dead and the Government are triumphant. The Minister of Railways never showed better form than he did Thursday afternoon in the House. In a masterly speech he defended every dollar that had been spent on the road, the way each dollar was spent, the policy of the management, and he held out most hopeful promises for the future of the road. After his masterly delivery the rambling remarks of Mr. Haggart and the tiny analysis of Mr. Barker sounded childish."

The meanest part of the whole campaign was Mr. Haggart's charge that Mr. Blair, through Dr. Pugsley, had been trying to negotiate the sale of the Intercolonial to New York capitalists. Mr. Blair very promptly gave the lie to the charge, and it was further disproved by Dr. Pugsley's telegram already published. Mr. Haggart must feel himself a very small man indeed in face of his conviction of having made such statement from his seat in the House.

The Minister of Railways is to be congratulated on the masterly way in which he handled his maligners, and on his

complete vindication from the charges so recklessly and maliciously made against him.

TWO POLICIES CONTRASTED.

The advantage of having a maritime province man in charge of the Intercolonial Railway is well illustrated by the fact, that during the past five years Hon. A. G. Blair was able to induce Parliament to vote \$12,500,000 for the expansion and improvement of that road.

It was the policy of the Tory government to starve the Intercolonial, and their last Minister of Railways, Mr. Haggart, was a willing instrument to that end. While millions of dollars were being expended in Ontario by Mr. Haggart on the canals, there was nothing in capital account for improving the Intercolonial. Mr. Haggart was not ashamed to stand up in Parliament last week and announce that his policy was that nothing should be spent on the Intercolonial that could not be provided out of the earnings of the road. He insisted that the policy of equipping the I.C.R. with larger engines and better rolling stock was useless, and the people of this country have not, he said, become so servile, debauched and corrupt that they would support a Government in expenditures that were needless. Immense sums of money were every year being flung into what practically a sinkhole, from which the Government would receive no return.

Mr. Haggart as a public man who was charged with the care of an important department should be flouted by every true Canadian for putting forward such doctrines. The Intercolonial belongs to and serves the whole of Canada, and was built under the terms upon which the maritime provinces entered Canada. It was never intended to be a mere local nor a dividend producer, road but a great national highway, which it has become under the progressive administration of Hon. A. G. Blair.

It was Mr. Haggart's duty as minister of railways to guard sacredly the country's interests as represented in the government's ownership of the Intercolonial, to extend and develop it in every possible way, but on the other hand he starved it, ran down its service, and now denounces it as a sink hole into which the public money is being poured.

How different Mr. Blair's treatment of the road, how much broader his conception of its destiny, how much more generous the Liberal government's treatment of the railway—an expenditure of \$12,500,000 in five years to improve its condition and extend its sphere of usefulness to the country.

No wonder the Tory party in the Maritime Provinces went to smash, when the Intercolonial, in which the people by the sea are so much interested, was permitted to be wrecked by Mr. Haggart's negligence and parsimony.

The Northwest Assembly has been dissolved, and the general elections take place May 21. Hon. G. H. V. Belyea, a native of Queens county, and a graduate of the University of N. B., is a member of the Haultain cabinet, appealing for a renewal of confidence, and another member of the recent assembly is R. B. Bennett, former law partner of Premier Tweedie, and a native of Albert county.

The Moncton Times has discovered that Senator F. P. Thompson is Hon. A. G. Blair's brother-in-law, and attempts to fasten a charge on the Minister of Railways because of the alleged relationship. The Times is respectfully informed that no such relationship exists between the two gentlemen.

The winter port trade of St. John for the season closed Saturday, and the business was most successful. The shipments included 2,120,934 bushels of grain 11,786 head of cattle, 5,964 sheep and 3,926 horses. Besides this thousands of tons of hay were shipped to South Africa.

The Attorney General of Ontario has decided that women cannot become candidates for the legislature of that province. The decision is given as the result of the Toronto Socialists nominating Mrs. Darwin.

Colds

You first take cold, then you cough. Then you have a doctor. He says it's bronchitis, and he orders Ayer's Cherry Pectoral. It is his favorite prescription for colds and coughs. If he knows of anything better, tell him to give it to you.

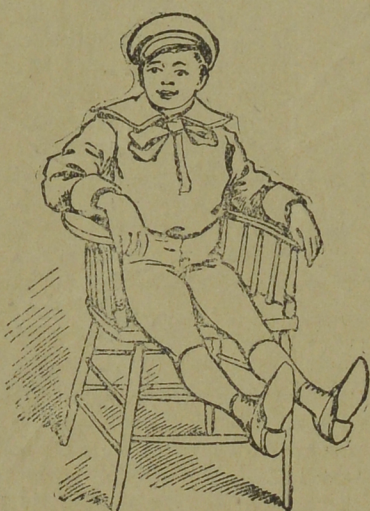
"I had a very severe cough for many weeks. Nothing relieved me until I tried Ayer's Cherry Pectoral. This rapidly and entirely cured me."
J. J. Hargrave, New York City.

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Recruiting for the fourth Canadian contingent commenced April 15th and already the necessary 2,100 men have been secured—pretty quick work. The martial spirit is evidently a lively one in Canada.

The general election in France yesterday resulted in a small majority for the ministry.

It is expected that the Dominion Parliament will be prorogued about May 17.



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I have been instructed to obtain safe investments in amounts from \$200 to \$5,000, for parties desiring but lowest rates of interest. Easy terms available to right parties. All applications will be promptly passed upon.
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Barrister.

April 12—d&w3mos.

NOTICE OF APPLICATION.

Application will be made to the Parliament of Canada at present session for an Act to incorporate the First National Bank of Canada with the usual powers of Banks under the Bank Act and its amendments.
Signed S. B. WOODS,
Solicitor for Applicants.

March 21—dlf

April 7th.

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Evening
Kid Gloves

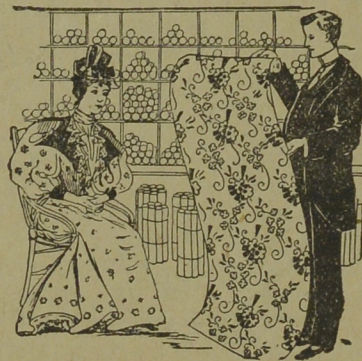
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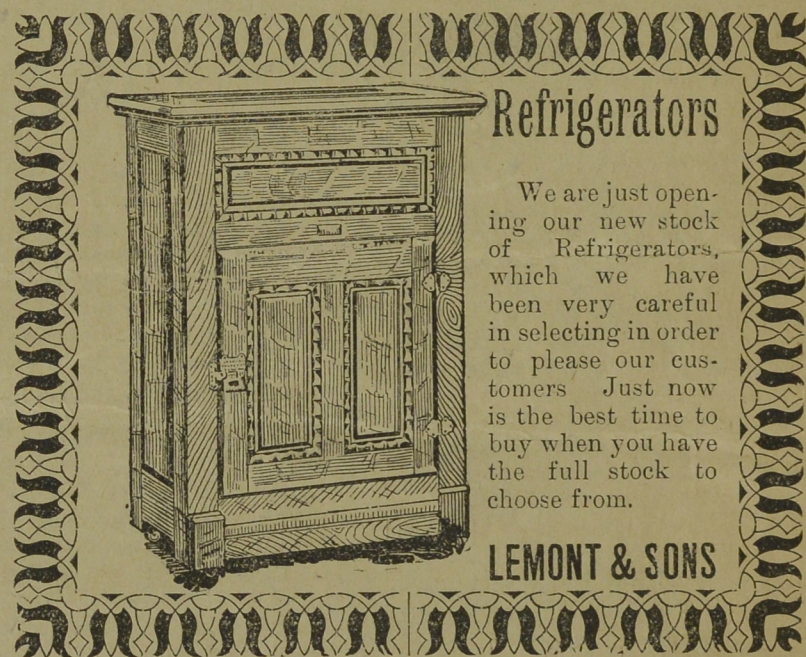
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Apr 8—dji

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