

which were incidents of the election in St. John. I will refer to one or two of them, showing the plunging which this government and the Grand Trunk Railway have indulged in in regard to this question. The Hon. Mr. Emmerson made a speech in St. John on the 11th February, four or five days before the election. I have the speech here and can refer to it. He made the statement that Mr. Wainwright of the Grand Trunk Railway had become a director in the company that owns the road from Chipman to Norton, and he added that he was prepared to say authoritatively that the Grand Trunk Railway had taken a hand in the road, and that it was the intention of the Grand Trunk Railway and the government to bring the road from Chipman to Norton and to the eastern side of the harbour of St. John, and that that was the settled policy of the government and the company. Mr. Emmerson made that statement and Mr. Pugsley also made the same statement when presenting the views of the government immediately before the election. Just about the same time Mr. Hays, the manager of the Grand Trunk Railway, also took a hand in the discussion that was going on, and he wrote a letter to the mayor of St. John asking that a reservation of frontage on the harbour of St. John should be made by the city in favour of the Grand Trunk Pacific Railway. Mr. Hays was evidently ignorant, when he wrote that letter, of the fact that the city of St. John does not own a frontage on the eastern side of the harbour, and whilst Mr. Emmerson was declaring to the people of St. John that they were going to come down on the eastern side from Chipman to Norton and by the Intercolonial Railway, Mr. Hays was asking for frontage on the western side of the harbour, indicating that they were going to bring it in that way. They were determined to catch votes by whatever method. But unfortunately for them, the letter of Mr. Hays to the mayor told a very different story from the speech which Mr. Emmerson made in the Opera House just at the same time. Then we have another phase of the question. My hon. friend from Queen's, N.B., can follow this matter I have no doubt very closely, and he is better acquainted with it than I am. But only a day or two ago Mr. Tweedie, in discussing railway mat-

ters in the legislature of New Brunswick, made this statement: that it was not the intention of the provincial government to provide any subsidy for the railway from Fredericton to Chipman, because it was almost certain to become a part of the Grand Trunk Pacific Railway plan and that there would be no subsidy necessary to be paid by the government of New Brunswick in connection with it. It is quite easy to learn from these things, from Mr. Emmerson's speech, from Mr. Hays' letter, from Mr. Tweedie's utterances, what use is being made of the Grand Trunk Pacific scheme down there, in order to make almost every man in New Brunswick believe it is going to run near his own door. It is going to be a forked lightning business in New Brunswick. It will dart from one side of the province to the other, but its terminus will be at Moncton, for the government say above and beyond all the statements of their friends that there is no change made in the route of the road, and, therefore, it goes to Moncton in the end. In the address the government proceed to speak of the Grand Trunk Pacific contract and of the modifications proposed. To these things I have already referred.

The speech from the Throne says that the Grand Trunk Railway assumed heavy obligations in connection with this matter. I confess I am not able to agree with that statement, because that is a matter that we looked into very closely last session of parliament, and I never was able to learn from the strongest supporters of the Grand Trunk Railway Company, that any obligation was assumed by them in connection with the construction of that line except the guarantee of bonds to cover twenty-five per cent of the cost of the prairie and the mountain sections of the railway. It is true that the president of the Grand Trunk Railway had made a statement to his English shareholders that the Grand Trunk Railway Company was not going to put one penny in the enterprise or become involved to any extent whatever. I have never been able to find that the Grand Trunk Railway assumed any obligation in connection with this scheme, except the one, and that was to guarantee the bonds of the Grand Trunk Pacific to the extent of twenty-five per cent of the cost of the prairie and mountain sec-