

Mr. McLEOD: How did you vote?

Mr. CARVELL: You cannot find it on record anywhere that I voted against the road going down the St. John valley.

Mr. McLEOD: Nor can it be found on record anywhere that the hon. member (Mr. Carvell) ever moved in this House that the road should come down the valley, because he never did it. I admit that the hon. member was in favour of the Valley road; he could not be anything else.

Mr. CARVELL: Then, what are you talking about?

Mr. McLEOD: You know what I am talking about. Living as he does in the St. John valley, my hon. friend in his heart—I think he has a heart—could not oppose the railway coming down the valley. I have every regard for him; I have nothing to say about him except politically. My hon. friend had it in his heart to do the right, but actually to do the right is another thing. My hon. friend is a man of courage in elections, and I believe he possesses some bulldog pertinacity; but he did not have enough of the old stock in him to go against his party. That is the whole thing. The dominant side of his party was against him, and he did not have enough of the big fist to stand up and be a real man against his party, for the province and for the St. John valley. That was the trouble with him. We fought our little fight; we came to Ottawa. I myself came to Ottawa during the dark days of the St. John Valley railway, when the Liberals were in power. We came here, and the Hon. William Pugsley received us with that charming manner with which he receives everybody—with that graciousness of spirit that always characterizes him. I believe that he in his heart was in sympathy with the St. John Valley railway, but he was not in sympathy with the Tories building it; he did not want them to get the credit. We negotiated with him off and on, from time to time, with indifferent success; and then came that happy moment in September, 1911, when the Lord delivered them into our hands. Then we came to deal with gentlemen who had a friendly interest in the building of that railroad. I myself came to Ottawa and interviewed the hon. Minister of Railways, who is not now in this House, I, acting for the Government of New Brunswick, entered into a contract or agreement to lease for ninety-nine years the road; and to-day the hon. member for Carleton (Mr.

Carvell) said: Why, they actually changed the statute. Well, we did. We did not want to build across New Brunswick a line like the National Transcontinental railway, which cost \$102,000 per mile—some of it went into the road. We did not want to build that kind of a line, but we did want to build a line better than the Intercolonial railway, and better than the Canadian Pacific railway in New Brunswick, and we entered into a contract or agreement to lease for ninety-nine years the St. John Valley railway, to be operated by the Government of Canada as part of the Government railway system. It is a road constructed to the maximum of a one per cent grade going West—

Mr. CARVELL: Going both ways.

Mr. McLEOD: But a maximum of $\frac{4}{10}$ per cent grade going from the city of Fredericton to the port of St. John, where the heavy traffic would be. This afternoon my hon. friend made a great many ex parte statements, which he said were deduced from his own knowledge. He is a politician of some merit, and he says he has gone over this road and knows it. I think I may speak for the sixty-two miles in my own county, which I know better than he ever will, as I have been over it more than he ever will, and I have examined its grades and know its curvatures. I have done more than that; I have sat as a member of the Government of New Brunswick, and I know that when my hon. friend (Mr. Carvell) makes the statements he made this afternoon, he states what is absolutely beyond the fact. Save only the National Transcontinental railway, there is no better line of railway constructed in Canada, built to a higher standard, or constructed more exactly to specifications, than the line of railway down the valley of the St. John, from Woodstock to the city of Fredericton. We do not exceed at any one point on that line a maximum grade of one per cent.

Mr. CARVELL: Yes, you do.

Mr. McLEOD: We only reach that maximum in two instances in the sixty-two miles. I heard my hon. friend this afternoon exonerate Mr. Taylor, the Government engineer appointed by the Department of Railways and Canals to supervise the estimates and to supervise that railway. I heard my hon. friend state that Mr. Taylor was a gentleman of repute. Am