

The hon. member for Carleton, at a meeting in Woodstock, read a letter. The letter, fortunately, is embodied in a statute of the province of New Brunswick. He read in the city of Woodstock a letter from the hon. member for St. John City (Mr. Pugsley), then Minister of Public Works, in which he indicated the kind of railway that he would be willing to take over and operate as a part of the Canadian Government railway system. My hon. friend knew when he read that letter that he specified a kind of railway that it was impossible to provide with the aid that the province had given and the Dominion subsidy. The Premier of New Brunswick then, the Hon. Mr. Hazen, had said that if the Parliament of Canada would take over and operate the road the province would guarantee the bonds for \$25,000 per mile. My hon. friend the member for Carleton read in the city of Woodstock a letter from Mr. Pugsley in which he said that he would take over and operate such a line if it was built with a 4 per cent grade, with concrete bridges and culverts and up to the standard of the National Transcontinental. So, in 1910, having in mind the guiles and wiles of the gentlemen opposed to us, we passed an Act guaranteeing the bonds of the St. John Valley railway for \$25,000 a mile provided the road was built to a standard of 4/10 per cent grade, and with concrete or stone culverts and bridges. We did that because we knew that the road, with the aid in sight could not be built up to that standard.

My hon. friend this afternoon, in the course of the hysterical, wild remarks that he made, said that the Government of New Brunswick had held off, had tried to hold up this railway, and had tried to hinder it in every way. Absolutely the reverse is the truth. We honestly went into that project with the idea of building the road. We knew that our friends at Ottawa, then in charge of the Government of this country, did not want that road built by a Conservative Government in New Brunswick. We knew that every obstacle that could be placed in the way of building the road by a Conservative Government would be placed by my hon. friend from Carleton and my hon. friend from the city of St. John who is not now in his seat. My hon. friend from Carleton stated, I think I am right although I am speaking from memory, on many platforms, that the road could be built for \$31,000 a mile.

Mr. CARVELL: The kind of a road you are building now—yes.

[Mr. McLeod.]

Mr. McLEOD: I think I am right in stating that the hon. gentleman said that the road could be built for \$31,000 a mile. I regret that I have not the contract before me, but, speaking from memory, our contract provides that there shall be a maximum grade of one per cent going west, and that there shall be from the city of Fredericton to St. John, where the heaviest traffic goes, a maximum grade of 4/10 per cent. Am I right?

Mr. CARVELL: No.

Mr. McLEOD: I am right.

Mr. CARVELL: Four-tenths going east and six-tenths going west.

Mr. McLEOD: Four-tenths going to the sea; that is what I said. The hon. gentleman will admit that this is a very high class road. If there was one thing that impressed me more than another while I heard the hon. gentlemen for Carleton discussing this matter this afternoon, it was that he was presenting the most pitiable indictment that could be framed against the National Transcontinental railway in New Brunswick. There has been built through the virgin wilderness of the province of New Brunswick, through the uncut timber regions, the crown lands of the province, through the revenue-producing timber area, a road from Edmundston down to the seaport of Moncton which never saw the sea. If my hon. friend will speak honestly as a man he will tell me to-day that that road stands there as a monument to a crime. Will he say so? He will not speak because he knows that that railway, built from Edmundston across the virgin wilderness of New Brunswick to the seaport of Moncton, which was never a seaport and never will be, is a monument to a crime. Had I been in his place, I would have been man enough, I would have loved the province I grew up in enough, I would have been independent enough to have stood up in this Parliament for the old province of New Brunswick, settled by loyalists as he said. I would have been man enough, party or no party, to have stood up for a line where it ought to have been built—down the valley of the St. John, settled, as he says, by good, old, loyal stock.

Mr. CARVELL: If my hon. friend will turn up 'Hansard' for 1905, he will find that in the first speech I ever made in this House I was doing exactly what he says he would have done.