

along the Canadian Northern and along the Grand Trunk Pacific. I hold that there is no party politics, there is no partisanship in this, but it ought to be up to every man in this House to call upon the Government to have this situation of affairs remedied. That is the plain English of it. I have been down there looking at those poor creatures. They can not do it; they can not pull the Minister of Railways or the Railway Commission by the coat-tail, but we can grab them by the scruff of the neck and make them do it if we want to. That is the size of it. We ought to assist these poor people. Now the other point is this—and this is where the Government comes in—from Hervey Junction, in fact from Montreal to Hervey Junction and from Quebec to Hervey Junction on the Canadian Northern, I say, it was the most profitable station—not counting in Joliette or L'Assomption or any of those—as a whole. While the Grand Trunk Pacific was under construction trains were run by the firm who built that section, Macdonald and O'Brien. They ran trains from Hervey Junction to La Tuque, some 12 miles, to Mosquito, some 25 or 50 miles. They coined money with two trains a day. The Canadian Northern had a line from Hervey Junction down by the north, they had to go some 10 or 15 miles further and then up to La Tuque. The Canadian Northern gave the Grand Trunk Pacific every possible obstacle to overcome before they could get a stick of timber or a rail. While we voted 45 millions last year and are advancing some ten or fifteen millions this year, that is what the Canadian Northern has been doing to our national railway construction. Macdonald and O'Brien had every difficulty in the world to get in their supplies; but once they had a foothold, they established a system of trains; and as soon as a mile of road was built the train ran that mile. Those two men, Macdonald and O'Brien, gave more satisfaction to the people of that region for hundreds of miles than has the entire Government of Canada, and I am glad to be able to say that they lost nothing by it, for the traffic was good and they got returns, both in trade and passengers; but now that this traffic has been handed over to the Government what do we find, according to the senator from Mille Isle? Closed down; that beautiful road, that richly built road going to waste. Last spring I saw myself, where ties laid seven years ago were rotten, where rails were rusty, and beautiful rails, some 82 or 86 pounds; where the station was being cov-

ered with cobwebs, with every door locked and every window shut. That is the condition of things in that section of the country—a section which calls for colonization along the hardest lines in the Dominion of Canada, a section where they have no open fields, simply having to scratch the earth and sow the grain and then reap the harvest; colonization down in those districts takes the greatest pluck of a man, the strongest sinew that a man can form to do the work, whereas the western farmer, simply by looking at it, can get a crop, while the fellow out in our section has to work mighty hard and toil long before he can get results. And this is the treatment that is meted out to them by the Government of the day in regard to this national railway. The hon. senator from Mille Isle can see for himself that I speak from the feelings of my heart and from knowledge of the facts that have been before me. I was too long without saying anything. I do not suppose the leader of the Government can cure all the evils, or give a remedy for all the ills that we suggest to him, but I hope that he will seriously bring this matter to the attention of the Government, and especially the department whom it may concern. I know that he has a difficult position to fill here in listening to the tales of woe of everybody, and to the demands for mercy and pity, and appeals for grace, and for this and that. I say here deliberately that it is a shame, and it is not fair to the leader of the Government to place him in that position of having to respond to all the demands made upon him by 87 senators representing different parts of the Dominion. I give him credit for his ability, I give him credit for his good will, but it is not fair to him or to the country that all those demands should be considered by him alone in this country; and I say again to the senator from Mille Isle that the people of Quebec will thank him for what he has done to-day.

Hon. Mr. DAVID—I forgot to say that the hon senator for De Lanaudière (Hon. Mr. Casgrain) has a motion, and perhaps it would only be fair for him to speak.

Hon. Mr. GORDON—I have great regard for the sincerity of the hon. senator from Mille Isle, and I wish to ask him, if a train had been run this year from Cochrane down to Hervey Junction, which he says is a distance of 700 miles—

Hon. Mr. DAVID—I said from Cochrane to Quebec.