

if he had a mill built and found it more profitable to build another mill—would not hesitate to sacrifice the old mill and build another one. But I do not think Mr. Carnegie would build another mill for his neighbour. For my part, I do not believe that this road from Quebec to Moncton will be built; but if it should be, what will be the result? The result will be that you will have two local roads, two local roads instead of one. Do you imagine for a moment that the Grand Trunk Railway—because the Grand Trunk Railway and the Grand Trunk Pacific Railway are one and the same—do you imagine for a moment that when a Grand Trunk Railway train is at Lévis, it will go down to Halifax when it will be 337 miles shorter to go to St. John? But taking off that hundred miles which they say will be saved, there would still be left 237 miles. Well, it costs 70 cents, or about that, for a train to run a mile on the track. Make it five trains per day to go and return, what would be the result to the Grand Trunk Railway? Five trips a day at \$23.59 per train would make \$235.90 that the Grand Trunk Railway would lose per day, and for three hundred days that would make \$707,700. Do you believe, Sir, for a moment that the Grand Trunk Railway will lose this amount for the sole pleasure of passing on all Canadian soil? I do not think so. They like Canada very well, because they have their road there, but they also like the states; and they are fond of money.

Some say that it would not cost that amount, because the Grand Trunk Pacific is obliged to pay the interest on the money. Some say they pay the interest after seven years and some after ten years. I disagree with them both, and I say that the government will never receive a cent of interest from the Grand Trunk Pacific. If we may take the past as an indication of the future, we can say this without danger of making any mistake. When the Grand Trunk built its road years ago it borrowed from the government \$25,000,000. Did it ever pay the interest on that amount? Did it ever pay the capital? Not a dollar. I do not blame the Grand Trunk for that. I do not blame the government for it either. The Grand Trunk did not pay because it could not pay, and the government was right in recognizing that fact. It will be the same in this case; the Grand Trunk will never pay a cent of interest, and the government will not take the road from them after the period of fifty years is over—though I do not think I shall live long enough to see about that. When the government bought the Drummond County Railway, it made a deal with the Grand Trunk for the Intercolonial trains to pass over a certain portion of the Grand Trunk from Lévis to Chaudière Junction and from Ste. Rosalie to Montreal. It being stipulated that the Grand Trunk would build a double track from Ste. Rosalie to

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Montreal. The government paid \$120,000 every year during the six years that contract was made. But the Grand Trunk never doubled-tracked its line from Ste. Rosalie or St. Hyacinthe to Montreal. The result is that the Intercolonial trains are delayed between Ste. Rosalie and Montreal. I do not know how much the through trains are delayed, but I know that the Nicolet train is from half an hour to an hour late every day. Well, Sir, I do not blame the Grand Trunk for taking, as we say in French, la part du lion, when it is offered to them.

The member for Bonaventure (Mr. Marcell) in his speech the other day complained of the members on this side of the House. He said that we had never said anything good of the ex-Minister of Railways and Canals (Hon. Mr. Blair) as long as he was Minister of Railways and Canals, but that now that he is out of office, he is our prophet and we extol him as a very good man. Well, as he is a convert we have a right to admire him. But I would ask, on the other hand, is there anything strong enough for hon. gentlemen on the other side to say in denunciation of the ex-Minister of Railways and Canals? They say that he left the cabinet through jealousy, that he was not pleased because they arranged this scheme and did not consult him. Do you believe, Mr. Speaker, that there is a single man on either side of this House who, under similar circumstances, would not have done exactly as the hon. gentleman (Hon. Mr. Blair) did? And when the party of the hon. gentlemen opposite had used all the words they could think of against the ex-Minister of Railways and Canals they commenced to caricature him. They made cartoons presenting him as every kind of animal. I recollect one cartoon, and I am very sorry to say it appeared in a French paper, the organ created specially to defend the government, including the Minister of Railways and Canals.

He was presented in one of these cartoons as a fox looking wistfully at a bunch of grapes on a vine. But they were too high for him to reach, and he turned round and went away saying that they were not ripe enough. Well, Sir, I think the artist who drew that cartoon made a mistake, for, instead of making a fox he made a cat. At first when I looked at it I did not know what it meant, but after I made up my mind that it must be a cat watching for the rats who were underneath the vine gnawing at the roots. Well, I think the picture is pretty correct when we understand that the vine represents the Intercolonial. We have often heard it said that this road must be built right away, 'to-day and not to-morrow.' Well, I think the right hon. gentleman who leads the House has gone one better on the late Sir John A. Macdonald who, when any matter was presented to him for decision, always used to put it off till to-morrow. Let me ask: Is it bet-