

ever be carried out." In another place he said: "If that country requires a railroad let it be built by the people of the province themselves. He also ridiculed the idea of carrying freight by rail from Winnipeg to St. John. Yet it was in the city of St. John itself, one of the chief ports of the Maritime provinces, that Mr. R. L. Borden had the audacity to transfer these views from the shoulders of his right hand man, the man whom he would be bound to make minister of railways should he come into power, to the shoulders of a government which compelled the Grand Trunk Pacific Company to agree to construct a road right down to the same Maritime ports, and bound them in the most solemn obligations to use every exertion to bring traffic to the Maritime Provinces, and to build up her ports. Mr. Borden might have a case against the government but surely he cannot expect the people to listen to an accusation charging the government with leaving the Grand Trunk Pacific a free hand to carry traffic to Portland when as a matter of fact the government involved itself in difficulties, and encountered much criticism, over the same proposition of carrying the road through to the Maritime Provinces, for this very purpose of stopping the traffic from going to Portland.

Another thing which Mr. Borden might easily dispense with, is the use he made at the meeting of the criticism of Mr.

Blair. Being a lawyer Mr. Borden knows very well that he dare not call onto the stand in a court-room a witness who will testify against his client. Yet Mr. Borden, the lawyer out of court, reveals the inexperienced politician when he calls on the stand the Hon. A. G. Blair as a witness against the Grand Trunk Pacific scheme, when all Canada knows that same Mr. Blair pronounced Mr. Borden's alternative project to be a wild scheme." This leaves Mr. Borden in the position of bringing before the public a gentleman who stated after his return from the west a few years ago, that the country needed not only one additional transcontinental railway, but three or four, and quoting him as condemning one new road, and also of recalling to the public mind the same gentleman's downright condemnation of Mr. Borden's own policy of extending the Intercolonial to Georgian Bay, by building from Scotia Junction, and buying in the North Shore section of the Canadian Pacific Railway in order to get to Winnipeg. Mr. Haggart condemned the road to the Maritime Provinces, and Mr. Blair condemned Mr. Borden's scheme, and still an audience can be got together in the city of St. John itself to listen to arguments designed to show that the Grand Trunk Pacific scheme shut off the Maritime Provinces, and that Mr. Blair was a witness solely against the government.

