

Canada. The rich parts of the National Transcontinental railway will be held by a private company, and the poorer parts will have to be operated by the Government. Already the Government is shirking its functions, and telling us it does not pay to run trains in the winter months, because there will be a deficit. The power of the Government that interrupts that train of products from the farmer to the home or foreign markets becomes an enemy to his country. There can be no justification to-day for any Minister of Railways, or Prime Minister in the present Government or any other government, to cut that railroad in pieces, and say that parts shall be operated, and other parts remain idle, and go into desuetude and rot. That is a crime against the state. It is a crime that this Parliament should prevent as quick as possible, and not allow the consideration of a few dollars deficit to intervene and prevent those poor hardy workers from getting their products to the market. This Parliament can vote millions and millions—will I say to schemes that are unprofitable? Some times they are; not at the moment when the money is voted; they are always made to look most profitable then, but how often does it turn out that the millions of this land are voted to schemes that are absolutely useless for national development. And here we have a Government who throws paralysis over certain sections of the road, forsooth, because there might be a deficit of \$20,000 or \$40,000 a month. Is that statesmanship? Is that protection for the tillers of the soil, and for the men who are the forerunners and pioneers of civilization, humble as they may be—poor men with a sack of flour on their back, an axe in their hand, fighting their way through the forest? For whom? Just the same as your fathers did; they fought for you; you are to-day along these rows of benches in the Senate, and most of your fathers were hewers of wood and drawers of water. And are we going to forget these circumstances and allow the Government of the day to trample upon its own institution, the Grand Trunk Pacific? This country owes a debt of gratitude to the senator from Mille Isle (Hon. Mr. David) for having brought this question up. Now as to facts along this line. Hervey Junction has been frequently mentioned; it was selected by the engineer, Mr. Hervey, as the connecting point between the Great Northern and the Grand Trunk Pacific running down to

Quebec. The selection was about the best that could be obtained in that section of the country. When I went into that part of the country some eighteen years ago I found a vast mass of mountains—a sea of mountains, as Sir Edward Blake used to call British Columbia. There was wood, timber of the best, that lumbermen have been drawing for the past 100 years, and there is enough there for another 100 or a thousand years. When I went there in company with our Prime Minister of Quebec, Mr. Marchand, it was on a fishing expedition, and when we landed on lake Masketsy, 12 miles from Hervey Junction, over impassable roads, up and down mountains, I said to myself: "Thank God, we are away from civilization, and no railway will ever pass here anyhow." My prophesy held true until Sir Wilfrid Laurier came down with his Grand Trunk Pacific proposal, and what did my brave Mr. Hervey do? He went to work through the only pass from Montreal to Labrador that he could have got his train through. There is not the slightest doubt that this section of the road from Laroque to Hervey Junction, some 55 miles, is one of the best constructed on the hemisphere, but one of the most costly. Whole sides of mountains have been blown with one blast straight into the lake, millions and millions of tons. There are bridges on trestle-work going through the lake that are simply stupendous. The ballasting of the road was most perfect; the ties were of the best; the rails of the heaviest calibre; and to have it told to Parliament to-day by the senator from Mille Isles (Hon. Mr. David) that all that is going to rust—well. I say that is a crime against the National Treasury and is an outrage upon the people whom that road is supposed to serve. Is that not plain? I am not a bit excited over the matter, but I see it before me now, and coming back from Hervey to La Tuque, that is only 55 miles, the road is built 250 miles up to Cochrane—as the Senate calls it, Abitibi—one of the finest constructions in the world as far as railway construction is concerned. Why, you would be surprised, you men who travel thousands and thousands of miles every week and every month, to see the beautiful water tanks, not only beautiful but solid, with granite foundation, water self-pumped from the lakes a hundred or two hundred feet above them, no steam required, a perpetual supply of water—and all this going to waste. It cost money to