

a pusher grade of $1\frac{1}{4}$ per cent at Wapski, in the county of Victoria.

Mr. CARVELL: It is only one and one-tenth.

Mr. McLEOD: It is more. My hon. friend admits that that road has a grade of one and one-tenth per cent and cost \$102,000 a mile, and he says that our road should be built for \$31,400 a mile. Examine it where you will, inside and outside, you find the same result: absolute heresy; absolute attempt on the part of the hon. member to make political capital where he has no facts to back him up.

I want to make one little reference to the great bridges with regard to which my hon. friend almost got down on his knees and wept. My hon. friend says that he is anxious that those great bridges should be built; that unless they are built the construction of the line is a waste of money. Do I understand my hon. friend right when I apprehend that he said that?

Mr. CARVELL: No, I did not go that far; I said that it was necessary to build them.

Mr. McLEOD: I think the hon. gentleman went farther.

Mr. CARVELL: You can put it any way you like.

Mr. McLEOD: I will put it fairly. My hon. friend said that it is necessary to build these bridges. In connection with the bridge which crosses the St. John river at the Mistake, we have the report of Mr. Monsarrat, probably as capable a foundation bridge engineer as we have in this land, who says that bridge will cost \$2,063,000 if it is an engineering possibility at all. I am frank enough to say to this House—and I do not speak for any party, I speak only for myself—that I believe the proper way to enter the port of St. John is not by crossing the St. John river at the Mistake and Kennebecasis but by double-tracking the Canadian Pacific railway to the west side. My hon. friend the Minister of Marine may not agree with me; I do not think he does; but I have opinions of my own, and I do not care who agrees with me and who does not. But we have contracted to take that railway into the port of St. John across the St. John river and across the Kennebecasis by Rothesay and the Intercolonial railway, and we are going to fulfil the contract. We have another bridge to build across the Kennebecasis at Perry's Point, which will cost more than \$500,000. My hon. friend says—mark the inconsistency of

it, Mr. Speaker—that those bridges are absolutely necessary, and yet he believes that the Minister of Railways should give no aid to them.

Mr. CARVELL: I said: let us build them ourselves, and not hand the money over to Yankees.

Mr. McLEOD: The contract has been let, and it includes the bridges.

Mr. CARVELL: It has not.

Mr. McLEOD: My hon. friend knows that the St. John and Quebec Railway Company have had the contract for the line, including bridges.

Mr. CARVELL: No, it has 'not.

Mr. McLEOD: My hon. friend either knows that or he does not know what he is talking about. I know that a contract has been let for the building of that line of railway, including these bridges. A subsidiary company may build the bridges, but the contract has been let for the building of that line of railway, bridges included. My hon. friend is so much in doubt that he dare not deny my assertion. It is the old, old story. My hon. friend says that in its inception, the idea of building this road was an excellent one, a grand thing—he dare not say anything else. This road is to serve the St. John valley, which was peopled long ago, before the landing of the Loyalists, by the French Acadians, some of the best blood of old France—men who hewed out their home plots there, and peopled afterwards by men who left their homes, established in luxury in the United States, came to that valley and hewed out home plots for themselves in the wilderness, until their habitations re-echoed the songs of the old flag.

My hon. friend was right when he said that there was no such magnificent valley in the province—a land which in fifteen years will produce apples that will wipe out competition the world over; but he and the party behind him have thrown every possible obstacle in the way of the determined, honest effort to give transportation facilities to that province, not only as regards local traffic but for the through traffic that must, from geographical reasons, come from the middle and far west down to the port of St. John. My hon. friend's speech to-day was just another link in the chain of the determined effort to take away from the Conservative party the credit which they deserve for their courage and energy in the fight against odds which