

rather than a businesslike proposition. It could not be expected that an enterprise like the Grand Trunk Pacific could be projected without its being generally known. So when it became generally known that this railway was to be constructed to the city of Quebec, having its head and centre at that place which has always been noted for speculation and surrounded by a crowd who have always been known for speculation of the funds of the province, why, Sir, it was the first intimation we had that there were a lot of political buccaneers starting out from the city of Quebec with a great enterprise on their hands, that was practically a dead horse, upon which nothing could be realized, a bridge that had to be in some way or another forced upon the unwilling shoulders of the Grand Trunk Pacific people.

It is well known who some of the principals in that bridge were. It is well known that some gentlemen who were very close to some of the ministers were interested in that bridge and it is well known that the bridge in which some \$6,000,000 had been invested, was an insolvent concern, and bid fair to become actually so unless it could be unloaded on the Grand Trunk Railway Company. When one reads the minutes of the meeting held by the Grand Trunk Railway shareholders in London one cannot help but sympathize with them in the pathetic wail that went up at the opposition which was given to their rights. What were they asking for?—simply that they might have a charter to build from North Bay to the westward. But, they were at once held up by these buccaneers against whose action they complained so bitterly according to the printed minutes of that meeting. They did not anticipate their opposition, but we saw at the meeting of the Railway Committee here that it was a question of holding up the directors of the Grand Trunk Railway Company and that if they did not come down there was no prospect of their receiving what they were asking for. First, and foremost came along the contingent from the province of Quebec who were behind this so-called Trans-Canada Railway and also the contingent that was behind the bridge. These gentlemen held up the Grand Trunk people. Feeble remonstrances were made by Sir Charles Rivers-Wilson and Mr. Hays, but they were obliged to succumb to the brute force and to the bludgeons placed at their heads. They were forced at the point of the bayonet to consent that the railway should be extended from North Bay to Quebec. Whether that railway is ever to be extended or not will remain to be seen. But there cannot be a doubt about it that when the Grand Trunk directors wished their shareholders to consent to an acquiescence in the proposition now before the House, it was openly stated by the directors

that it was not in contemplation that this line should ever be built east of North Bay. When I say east of North Bay I should perhaps modify that by saying that it was entirely premature to suggest that the Grand Trunk Railway Company would be forced into the user or the leasing of this line from the government of Canada. But, when the gentlemen interested in seeing this railway driven on to the eastward, saw the success met with by the Quebec contingent, the maritime contingent loomed up. I wish I had the exact words of the hon. member for Annapolis (Mr. Wade) who, in addressing the House a few days ago, expressed himself in language which practically meant that when there was to be a distribution of public money as far as he and those associated with him on the other side of the House were concerned, they asked that the maritime provinces should participate in that distribution to the greatest possible extent. I remember particularly well that Sir Charles Rivers-Wilson, when the demand was made upon him that the railway should be extended from Quebec eastward, made this answer: We have no necessity, we have no desire, we have no wish to extend the road eastward owing to the fact that we have an excellent arrangement concluded with the Intercolonial Railway for an interchange of any commerce that we may take eastward. Under these circumstances there is no reason why we should be asked to consent to an extension of this railway. Hon. gentlemen who are members of the Railway Committee will remember then what happened. I do not know whether it was the bludgeons or the bayonets that were presented at the heads of the Grand Trunk Railway people, but we know that when the maritime province people had forced the Grand Trunk to consent to an extension of the railway farther eastward still, there occurred, day after day, that unseemingly wrangle between the maritime Liberals from the province of New Brunswick who asked that the eastern terminus should be St. John, and the maritime Liberals from Nova Scotia who asked that it should be Halifax. A compromise was arrived at by which it was agreed that Moncton should be the terminus with the privilege of having branch lines running both from Halifax and St. John. Now, there is the position to-day of this political railway, this railway that the right hon. premier fondly hopes is going to be handed down to posterity as his handiwork, so that he may be adjudged, some day when the history of this country comes to be written, as a nation-builder like the late Rt. Hon. Sir John A. Macdonald. Well, posterity will have to be the judge of that. I can hardly find fault with the members of the government and the right hon. gentleman who leads the government if they are anxious