

Mr. CARVELL: I have none whatever. I admire him.

Mr. McLEOD: Yes. Mr. Arthur R. Gould is a man who goes ahead with things, who not only does things in the St. John valley, but is interested in cheap power, as my hon. friend knows. Not long ago he applied to the town council of Woodstock, which is my hon. friend's home, to be allowed to bring cheap power to that town. My hon. friend was there with his big fist up fighting as hard as he could for his company, but Mr. Gould got in even against the competition of my hon. friend's company. That is the whole story.

Mr. CARVELL: My hon. friend is wrong only to the extent that Mr. Gould did not get in.

Mr. McLEOD: My information is that, notwithstanding every effort of my hon. friend to preserve his own high-priced company, he did get in.

Mr. CARVELL: He did not get in.

Mr. McLEOD: Although I am neither a prophet nor the son of a prophet, I venture to predict to my hon. friend that within six months Mr. A. R. Gould's Aroostook power will be driving his company out of business.

My hon. friend referred to the fact that we had entered into an arrangement by which, under the operation of the St. John Valley railway, the Intercolonial should take 60 per cent of the gross earnings to pay the upkeep and the maintenance of the road, and 40 per cent should be paid to the province of New Brunswick to take care of the interest on the bonds guaranteed. My hon. friend asserted that 40 per cent would not pay for the axle grease that ran the road, if it was a local road. About half an hour afterwards in his argument he said: Why, this road belongs to the St. John and Quebec Railway Company; they own every inch of the right of way; this province has guaranteed the bonds of a road that belongs absolutely to the St. John and Quebec Railway Company. Watch my hon. friend twist. He says that the 40 per cent would not pay the interest on the bonds; that it would not pay for the axle grease. Yet the St. John and Quebec Railway Company does not get a single dollar until the 60 per cent is paid and until that 40 per cent pays the interest. Where does my hon. friend find himself? When he says that the 40 per cent will not take care of the interest, he means that, as an asset, the St. John

Valley railway is absolutely valueless to the St. John and Quebec Valley Railway Company. Then he turns around and says that they have that great asset, which fifteen minutes before he said was valueless.

Now I come to the point that is interesting to my hon. friend from Victoria, N.B. (Mr. Michaud), and interesting also to my hon. friend from Victoria and Carleton, as I presume it is going to be. My hon. friend from Carleton this afternoon, in tones that might well have suited a more dramatic occasion, said that it was much better that this road had never been built than that these bridges had not been built. We have heard, not now only but for years, since 1910, that the intention of the Government of New Brunswick was not to build that road to the port of St. John nor to continue to a point on the Transcontinental at or near Grand Falls. My hon. friend expressed grave doubts as to whether that road would be built to Grand Falls, and he cited the fact that the subsidy was not granted from Andover to Grand Falls. That is true; and the reason why the subsidy was not granted is that the route from Andover to Grand Falls has not yet been located or approved by the Department of Railways and Canals. Does my hon. friend know that the Government of New Brunswick has entered into a contract with the St. John and Quebec Railway Company? And does he know the terms of that contract? I speak from memory, but I state it correctly when I say that that contract provides that the road shall be built from a point on the Transcontinental at or near Grand Falls following as closely as may be the valley of the St. John river down to the Mistake in the county of Queens crossing the St. John river at or near the Mistake and the Kennebecasis river at or near Perry's Point to join the Intercolonial railway at or near Rothesay. Do I quote it correctly? The hon. gentleman knows I quote it correctly. He knows as well as any one in New Brunswick knows that we have entered into a contract to build this line from the National Transcontinental at Grand Falls to St. John, carrying the through traffic, if it may be, not through the wilderness of New Brunswick, but bringing it down by a shorter route to the port of St. John? Of course he knows it, and he sits quiet because he knows I state the facts. May I point out to him that we have also a further project in our mind? We have in mind the building of a line of railway, from Andover, from the boundary line, across the state of Maine by the shortest route, making connection