

nel is provided to go under Cape Diamond from the valley of the St. Charles to the valley of the St. Lawrence. I repeat, these changes of the station were made without the consent of the Grand Trunk Pacific Railway Company. If I am wrong, I am ready to be corrected, but certainly there is not a syllable in the papers brought down by the Government to show that I am wrong. I assume, unless I am contradicted, that the Grand Trunk Pacific Railway Company never agreed to the changes made.

Well, Sir, when these changes have been made by the Government regardless of the contract entered into with the Grand Trunk Pacific Railway Company, it is not extraordinary that the company do not rush forward to take over the road. Their agreement was based upon certain terms; and the Government ruthlessly and without the consent of the company threw aside the agreement made. Now they tell us that the road is completed to their own satisfaction and therefore the company should take it over. It is no wonder that the Grand Trunk Pacific Railway Company declares that it is not prepared to take over the road.

The hon. gentleman stated a moment ago that he understood the Grand Trunk Pacific will not take over the road, but contend that it is not completed because the bridge is not completed. If that is the objection raised by the Grand Trunk Pacific Railway Company, I have only to say that nothing of that kind appears in the correspondence. There is not a word of it. He said also that the Grand Trunk Pacific Railway Company refused to take over the road because they thought the cost too heavy. If that is their pretension—and I do not think it is—there is not a word in the correspondence brought down to show it. I know there is one thing in the correspondence that has been brought down, and that is the protest of the company against the degrading of the road.

Mr. MEIGHEN: In what letter is that found?

Sir WILFRID LAURIER: I do not say that that is in the correspondence brought down to-day; that was in the correspondence to which attention was called a year or more ago.

So I repeat what I have said: the Government have put themselves in the power of the Grand Trunk Pacific Railway Company, and cannot compel that company to take over the road. Let them go before any

[Sir Wilfrid Laurier.]

court to compel the carrying out of this part of the contract, and the company will say: You have not lived up to your agreement; the road is not completed, and we will not take it.

These are preliminary remarks to the consideration of the merits of the resolution brought forward to-day by my hon. friend. We shall have to deal with that later on. With regard to the observation made by the Solicitor General that the contract was deficient, I have to say that the contract is full and complete, made by the best lawyers we could engage. Sir Charles Fitzpatrick was Minister of Justice when the contract was prepared. Not satisfied with his own efforts, he called in Mr. Gormully, solicitor of the Bank of Montreal, and Mr. Shepley, of whose reputation I need not speak. These were the parties who prepared the contract. There is enough in the contract, as I stated a moment ago, to force the implementing by the Grand Trunk Pacific Railway Company of their undertaking. But the Government have placed themselves in such a position that they cannot force the company to act.

Mr. COCHRANE: I take issue with my right hon. friend (Sir Wilfrid Laurier) as to what was laid before the late Sir William Whyte, the arbitrator. As I understand it—and I was there when the agreement was drawn up and read—the Grand Trunk Pacific wanted to use not only the Transcona shops but also the road down to join with their road at Lake Superior; and it was to find out what they should pay for the use of the shops separately and what they were to pay for the use of the railway. He made his award on that and we have carried it out.

Mr. GRAHAM: That is not a complete award.

Mr. COCHRANE: It is a complete award so far as my memory carries. I have not it here. They were to pay 2 per cent on the cost of the road down to Lake Superior, 10 per cent on all work done for the use of their rolling stock from Winnipeg to Lake Superior, and 12½ per cent on any rolling stock repaired at these shops of the Grand Trunk Pacific.

Now, with reference to the St. Malo shops and the changing of the site. I am confident that the country believes that the change was good not only in the interest of the road but in the interest of the city of Quebec. The shops are five miles outside the terminal in Quebec of the Transcontin-