

travagance, are spending more money on the Transcontinental railway proportionately than their predecessors in office.

Mr. PELLETIER: The hon. gentleman shows me one plan where the word 'tunnel' is stricken out. I see that on the same plan the words 'St. Malo shops' are also stricken out. However, these shops are now in course of construction with 600 men working.

Mr. GRAHAM: That is what I say; notwithstanding the finding of this commission, these shops are being built. What I say is that these maps were given me by this Government or its officers, and that in one of the maps the tunnel is stricken out and in the other the shops are stricken out.

Mr. PELLETIER: No, both are stricken out.

Mr. GRAHAM: Why?

Mr. PELLETIER: Ask the people who struck them out; I do not know, I know the work is going on, and that is better than mere words on all the plans which you may show.

Mr. GRAHAM: I know it is and I am finding fault, not that the work is going on, but that the maps were given to me in order to carry out the statement which was handed to me. These maps are not true. It is unfair. I am going to read the report given to me in a return and I am going to call the attention of the hon. acting Minister of Railways and Canals to it. I want the Postmaster General to listen because he is conversant with the situation. What I invite attention to is this:

| Estimated cost of Quebec Terminals under present plans. | |
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| Cost of work done and right of way taken over from the Quebec Bridge Company between Point à Pizeau and Quebec bridge (including track material) | \$ 287,169 00 |
| Cost of grading to date, Quebec bridge to Champlain Market.. | 543,000 00 |
| Estimated cost of completing grading, Quebec bridge to Champlain Market.. | 57,000 00 |
| Cost of track material, Point à Pizeau to Champlain Market.. | 40,000 00 |
| Cost of land, Point à Pizeau to Champlain Market (includes to deep-water line) | 1,368,050 00 |
| Estimated cost of station and terminals at Champlain market .. | 60,000 00 |
| Total.. | \$2,355,219 00 |

Joint Terminals.

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| Estimated cost of joint terminals, on which the Government pays as annual rental a sum equal to 2½ per cent: | |
| Canadian Pacific railway property at Quebec. | \$3,300,000 00 |
| Additional land to be purchased for joint terminals. | 800,000 00 |
| Terminal station and yards to be built by Canadian Pacific railway. | 1,500,000 00 |
| Total.. | \$5,700,000 00 |
| Annual rental, \$128,250, capitalized at 4 per cent. | 3,206,250 00 |
| Land and right of way. | 285,780 10 |
| Total.. | \$5,847,250 00 |

Can my hon. friends now see why the tunnel is stricken out of this map because it is not given to me in this statement at all? This statement given to me by the commission of the cost of the present arrangement leaves the shops of the Transcontinental railway miles away from any part of the main line. But this statement is incorrect because the Prime Minister said they were going to build the tunnel and the acting Minister of Railways and Canals said so too. I understand it is in the plan. Why is it left out of the statement that is given to me?

There is another error in this statement in order to bring the cost below the cost of the old plan. The annual rental of \$128,250, capitalized at 4 per cent gives \$3,206,250. Why is it capitalized at 4 per cent when the Transcontinental railway is only going to pay 3 per cent? That reduces the amount by about a million dollars. Taking that \$128,250 as the proper sum, we know that the Grand Trunk Pacific will never pay 4 per cent, as they are required to pay only 3 per cent; therefore, their capitalization ought to be practically \$1,000,000 more than it is given. If we have to pay interest on that at 3 per cent, the cost, without the tunnel, is as high as the cost under the old plan with the shops on the main line of the Transcontinental.

I want to point out something further, and I may say here that it is very difficult to get at these things when information of this kind is given to me. I want to point out to the Prime Minister and to the Postmaster General, to show that there is a spirit somewhere that does not want the tunnel at Quebec. They can figure it out, but the plans given to me, and the statements given to me, show no connections between the Transcontinenta