

in the past to ask that terminals be constructed in the neighbourhood of Champlain market and Cape Diamond; it also goes to prove that during the past three years the Government has done nothing effective in that direction but has always evaded the issue.

The least we can now expect is that the new minister of the Quebec District will put an end to this fumbling, that he will sincerely endeavour to fulfil the legitimate anticipations of the Quebec citizens and that he will assist the Board of Trade in its efforts. For unfathomable reasons, the Government persist in their intention to change the plans agreed upon in October 1914 and which had been stated by the most competent engineers, to be the most suitable. We, being in the minority cannot help it; but at any rate the Government might go ahead and carry out the changes they have decided upon. It is urgent, since already the Transcontinental is partly in operation. My right to make that request cannot be questioned; neither is this the first occasion on which I voice these sentiments. Pledges should be kept; and Quebec has secured both from the Laurier and Borden Governments, the promise that terminals, would be built, not mere make-shifts, but suitable terminals fully equipped with all necessary facilities for the handling of the enormous traffic which the Transcontinental railway is bound to bring. So let the work proceed. It will be in the interest of the people at large, throughout the Dominion, while giving a further impetus to the activities of Quebec harbour and of the old city of Champlain.

Hon. ARTHUR MEIGHEN (Solicitor General): I regret I cannot reply to the hon. gentleman in his own language, and I still further regret that I was only able to ascertain very imperfectly the purport of his remarks. Consequently, what I have to say will not, I hope, be considered by him as the whole answer of the Government to whatever he may have charged. I understand, however, that the burden of his remarks has been that the Quebec terminals and other facilities in the city of Quebec and its neighbourhood are not sufficiently completed to warrant the Government calling upon the company to make good their contract and take over the road. I believe he also seconds the assertion of his leader that an error has been made in the choice of the site for the terminals and the Leonard shops. In the first place, I am not able to get the connection between the burden of his remarks and the motion that is

before the Chair. The motion before the Chair is that a resolution be passed, concluding that it is in the interests of the country to put the Government in a position to lease the line between Lake Superior Junction and Fort William, or, if necessary, acquire it in another way than by leasing it, and to make whatever may be necessary in the way of expenditure to operate the Transcontinental railway, that line included, a charge against consolidated revenue. Even were all that the hon. gentleman says correct, and all that the right hon. leader of the Opposition says correct, would it not be wise to pass this resolution? Would it not be even more necessary, if such were possible, than it is on the assumption that they are wrong? The resolution simply empowers the Government to lease, should it deem wise, the line between Lake Superior Junction and Fort William, on the assumption that it may for some time be the duty of the Government to operate this road, and that that line will be necessary. If the remarks of the speaker who has just sat down (Mr. Lachance) were correct, if it were true that the portion of the work at Quebec was so far from completion as he says, it would be all the more likely that we should have to operate the line, and operate it for some time, and necessary that we should operate the line between Superior Junction and Fort William.

Were the remarks of the hon. gentlemen opposite confined to the resolution, it appears to me they would be reduced to the one or two preliminary sentences of the hon. member for South Renfrew (Mr. Graham) in which he found cause for complaint in the resolution by reason of the fact that it enabled us to "otherwise acquire" the line. It is not necessary to remind the House that enabling the Government to "otherwise acquire" is not in any sense a direction on the part of the House that anything should be otherwise acquired. The circumstances surrounding the whole transaction, and the circumstances in which we are placed to-day as a result of years of legislation and as a result of the position the work is now in, may make it necessary for us to operate the line, and those circumstances are such that it would appear to a reasonable man that our proper course in the meantime was, if possible, to lease the line between Superior Junction and Fort William. The resolution empowers us to lease it. But would hon. gentlemen opposite contend that with our negotiations with the Grand Trunk