

representing the city of Halifax, and the Minister of Marine and Fisheries, representing the city of St. John, and the Postmaster General, representing Quebec, to this: The shops in the city of Quebec have been removed several miles away from the main line. The late commission and the late Government were building a station of their own of magnificent proportions at Champlain Market. That station is to be of a smaller character now, and the Grand Trunk Pacific will not own a station in the city of Quebec, outside of this little station which is being constructed by the Canadian Pacific railway under certain conditions. I am not going to discuss those conditions as other hon. gentlemen from Quebec will do that. But I want to point out to the members representing these three great ocean ports that every car that breaks down on the main line and needs to be repaired—as will happen time and again—will have to be hauled miles down to the repair shops and miles back again to the main line, and every time that is done it adds to the freight rates, to the city of St. John and the city of Halifax. Under the old arrangement, repair shops were on the main line and there were no transportation expenses for crippled cars being moved to and fro from the main line to the repair shops. The new shops at St. Malo are not on the line of the Transcontinental at all. They are on another line and in order to get to these shops the Transcontinental has to do one of three things: either to get running rights over another line and be second fiddle in the city of Quebec; or build a line of its own about four or five miles; or build a tunnel from the main line between Champlain Market and the Quebec bridge; across to the shops at St. Malo. In only those ways can they get to the shops. On page 183 of the report of the Quebec Board of Trade I read this from a speech of the right hon. the Prime Minister:

The site originally selected at St. Foye will nevertheless be utilized in the first instance for a large through freight yard which is necessary at that point in order to provide for the distribution of cars on different roads. Moreover a large handsome station has been completed at St. Foye as well as an eighteen stall engine house and every building necessary for the efficient operation of the railway. Between the Quebec bridge and the Champlain market a double track has practically been completed.

Where is that commission which said that it was illegal to build a double track?

There is also a connection with the Canadian Northern railway at Cap Rouge which permits entrance to the St. Charles side of the city and

[Mr. Graham.]

which can be utilized for this purpose pending the completion of the tunnel that will connect the St. Lawrence water front with the new union station on the Palais site.

In the plans there is a tunnel, or there ought to be a tunnel. The Prime Minister told them at Quebec that there was to be a tunnel. The Prime Minister, in answer to a question I put to him the other day—an innocent question, I admit—asking what the estimate of the tunnel was, said: It is not customary to give an estimate of a public work before the tenders are in. I asked the Minister of Railways and Canals if these shops, or the station, were on the Transcontinental railway, and he said: Yes, when the railway is completed. That means that a tunnel must be built. I would ask the Postmaster General to look at that map and see if the tunnel is not wiped out altogether from the map. Where that yellow blotch is there was a red line marked 'tunnel', but in the map given to me it is marked out and no tunnel is shown. I will tell the House why that is done. I will give my hon. friend the Postmaster General this other map and he will see some lines there. The amateurishness with which they tried to mark this out is so evident that I would like the Postmaster General to show this to his colleagues, and ascertain from them what has become of the tunnel. One part of the Government says there is going to be a tunnel at Quebec and another part says there is not going to be. The Transcontinental Railway Commission say there is going to be no tunnel, the Prime Minister says there is going to be a tunnel and the acting Minister of Railways and Canals, said the other day also that there was going to be a tunnel. I want to point out to the Prime Minister and the Postmaster General that, according to the present figures given to me by the commission, no tunnel is provided for in the city of Quebec. I asked for a return showing the difference between the cost as estimated under the original plan and the cost as estimated under the present plan and I am going to read the figures to the House. They will find no tunnel in those figures. Why was it erased on that map? Absolutely to convince the people that the new plan is to cost a million dollars less than the old one, while, as a matter of fact, it will cost \$2,000,000 more. This Government and this commission, who are going to build the Transcontinental railway and save money, who are going to be more economical than were the old Government, who charged the old Government with ex-