

shops at Transcona, where the cars and engines are to be repaired. A train coming from the East to Winnipeg may have some crippled cars or a crippled engine. They may work their way into the station, but afterwards have to go back to the yard for repairs. Now, what sane man will argue, unless for party purposes, that it is not necessary to have a double track so that these cars can go to and fro between the station and the yard, when obviously, if there were only a single track the whole traffic would be stopped by these cripples moving thus. In regard to these double tracks, the commissioners' report is unfounded in law, unfounded in fact, unfounded in railway practice, and unfounded in common business sense.

Deliberate Misrepresentation regarding the Transcona Shops.

We come now to the question of the Transcona shops, and this is where the Solicitor General was trying to guard his friends. This Government does not believe the report in regard to the Transcona shops. The acting Minister of Railways does not believe it; the Prime Minister does not believe it; the Minister of Justice does not believe it; the Postmaster General does not believe it. I need not go any further. I suppose their colleagues agree with them or they would resign. Not one of these gentlemen will get up and say he concurs in the report in regard to the Transcona shops. If that be the case, what becomes of the report? The parents spurn their offspring. They dare not say they concur in this finding about the Transcona shops, because they are violating it every day; and when Mr. Staunton was writing his report, against the views of everybody else, condemning the building of the shops in Winnipeg, this Government was signing a contract to build shops in Quebec. And those shops, by the irony of fate, are to be called the Leonard shops. If the Government believe the report penned by Gutelius and Staunton about the Transcona shops, they would have to stop the construction of the Quebec shops immediately, because Mr. Staunton says they have no right in law to build them. This Government knows that the report about the Transcona shops is simply buncombe; and I am not surprised, because otherwise it would interfere with what they are doing at the present time in regard to the Quebec shops. The Minister of Justice dare not concur in this report about the Transcona shops, for reasons which will be made evident in a few moments.

In November, 1911, Mr. Leonard himself, the chairman of the Transcontinental Commission, took exception to the building of the shops at Winnipeg. I want to read what he says, as it shows that he took exception to other shops as well. I want to make it absolutely clear that this commission wilfully evaded giving an opinion on shops other than the Transcona shops. Messrs. Staunton and Gutelius threw out everything but the Transcona shops, for the obvious reason that they did not want to tread on the corns of their friends in the Government. Mr. Leonard writes to the Minister of Railways and Canals on the 1st December, 1911, as follows :

The cost of construction and equipment of repair shops for locomotives and rolling stock generally for the National Transcontinental railway is estimated to amount to \$6,598,065 exclusive of the cost of land; none of which was included in the first estimates of the cost of construction.