

would not change my decision. I want to repeat that I am as proud of that as of anything I ever did in my public life. When pressure was brought to bear on me to induce me to change my decision, I went further; and I am not telling tales out of school when I say that I went to the extent of telling my leader that he could have my resignation as Minister of Railways if a change were made. But every member of the Government stood by that decision, and there is not a man but knows it was the right decision. I have submitted it to leading engineers. I have asked them what they thought, and, in engineering language, they have said: You have secured into the city of Winnipeg what is known among engineers as a perfect entrance. And I say again, I am proud of having secured that entrance into the city of Winnipeg. Why should the Transcontinental railway, built by the people of Canada, have played second fiddle to some other railway in its entrance into Winnipeg?—Winnipeg, with its great future development, Winnipeg, the gateway to the West, with all its teeming bushels of grain, with all its traffic to and from, the East; why should the road with the best grades, with the best curves, the road of the highest standard, owned by the people of Canada, go in to that city by a side door, because some opposing line wanted it to do so? I say this advisedly, that everything said by Mr. Staunton in this report on this subject was said to me before I made the decision, and he is doing nothing more than re-echoing the brief of one of the opposing railway companies.

Mr. MEIGHEN: Which one?

Mr. GRAHAM: My hon. friend will have to hunt that out. I said one; there are only two; he can take his choice. Another statement of this Commission is that by going in that way and not going in on the level—I think I am not mistaking their idea—a great amount of money was wasted on the embankment in raising the road to a high level. Why do they say that? Because the Railway Commission said: You must build it, you must elevate the track, and not go over the streets on the level. Consequently a lot of money was wasted in elevating the tracks. Imagine in this twentieth century, when the Railway Commission is making the companies elevate their tracks all over the country, when this Parliament voted a certain amount of money to assist them in getting rid of level crossings, saying that the Government and the Commissioners should be condemned because they refused to make a railway highway of the streets of the city of St. Boniface! Sir, I want to make it as strong as I can, and if I could think of any stronger language I would use it, that, if I did any good thing in my department, one of the best things, one of the things which I look back to with pride, is that I refused to be bull-dozed by other interests and stood by the interests of the people and of the people's railway in this matter of its entrance into the great city of Winnipeg.

Findings Wrong in Law, in Fact, and in Railway Practice.

This commission said that the agreement which was subsequently made for running rights from Dundee junction could have been made before. It could, but at too great an expense: the sacrifice of the