

SUPPLY—RAILWAYS AND CANALS—*Con.*

*Oliver, Hon. Frank* (Edmonton)—10940.

How much of this is for railway construction and how much for terminals? 10940. I am advised that under no circumstances can a port be established at Port Nelson, 10941. The sooner the rails are laid to the bay the greater the credit to this government, 10952.

National Transcontinental Railway, \$19,000-000, 11098.

*Aikins, J. A. M.* (Brandon)—11223.

During the time the late government had charge of the G.T.P. they were reckless in expenditure, 11224. The minister is perfectly right in saying that the government is asking a man to make these calculations and that they will be immediately submitted to the House, 11225-6.

*Ames, H. B.* (St. Antoine)—11102.

Advocates strongly connection with N.T.R., 11102-3. Examples of why N.T.R. is so costly, 11187-9. Grades and character of country east of Cochrane, 11139-40. Let us see what an ordinary momentum grade with a drop of 25 feet say in a couple of miles, amounts to, 11141-2.

*Boulay, H.* (Rimouski)—11251.

Mr. Lafortune has told so many falsehoods that it is impossible to let such assertions pass unchallenged. He said the government was paying the same price for less work. That is untrue, 11252. The changes are not attributable to a feeling of antipathy towards the province of Quebec, but are for the benefit of the public. That is another of the falsehoods which it was important to deny, 11253.

*Carvell, F. B.* (Carleton N.B.)—11131.

I would like to hear the opinion of a locomotive engineer on a thing like this, 11131. You have created a new ruling grade, 11133. The modern practice is to start out with a load that you can haul over your ruling grade, 11134. It is a remarkable thing that the minister should degrade the character of this road, 11135. When the engineers were put on the work they found greater difficulties than expected, 11207. The minister started out to find a great big steal in connection with this matter, 11208. Let me tell you the result of what they have done in district A, 11209-11. Take district C, 11213. correspondence read, 11214. Now I come to district F, 11215. Every man who sat behind his leader cried wolf, wolf every time the T.N.R. was mentioned for five years, 11216. Replies to argument of Mr. Ames, 11227-30.

*Cochrane, Hon. Frank* (Minister of Railways and Canals)—11099.

Statement of condition of operations up to date and amount expended, 11099. Approaches and terminals at Winnipeg, 11100. There must be a connection between Montreal and the N.T.R., 11101.

SUPPLY—RAILWAYS AND CANALS—*Con.*

Mr. Graham's whole argument was based on the difference of opinion as to the practicability of velocity of grades as compared with grades of four-tenths and six-tenths, per cent, 11128. Letters read from Mr. Tye and chief engineer of N.T.R., 11129-30. Policy has not been changed with reference to the structures, 11130. We still retain the Champlain market and propose putting two tracks down there. We wish to have one station for the whole city and shops will be at St. Malo, 11241-2. The change of the site of the workshops has been made with the consent of the G.T.R., and the mayor and city council of Quebec, 11247.

*Graham, Hon. G. P.* (Renfrew South)—11098.

Asks minister for statement of railway's position at present time, 11098-9. The method adopted in construction N.T.R., 11103-4. Clause 7 of agreement and letter of Lumsden on grades read, 11105-6. Elliott on T.N.R. quoted, 11107-9. Leonard quoted, 11110. McPherson paper quoted, 11111-12. Have the grades been changed? 11112. Do these changes affect the standard of the road? 11114. Correspondence of Chamberlin and Leonard read, 11115-20. This government is there to see that the contractors do their work properly, 11121. In no place has a ruling grade been made over the standard grade, 11122. Change in grade discussed, 11123-7. Bridges referred to, 11127-8. It is a violation of the agreement between this parliament and the people of Canada, 11226. We admitted the cost but said the people would have the benefit, 11227. Asks information about Quebec terminals, 11240.

*Lafortune, D. A.* (Montcalm)—11231.

Much profit derived from remarks of Liberal speakers, 11231. The necessary thing is to have that branch line, 11232. What are the advantages offered by the extension of that line, 11233. The country north of the Laurentides described, 11234. The people's money should be spent only in the interest of the people, 11235. What a ludicrous thing on the part of the Conservative party to talk economy, 11236. What is to become of us if the present administration continues to operate that road, 11238.

*Laurier, Rt. Hon. Sir Wilfrid* (Quebec East)—11217.

When we heard last summer that the new administration intended to change the character of that road there was in the country a good deal of surprise and anxiety, 11217-18. Nobody can persuade a man of common sense that momentum grades are better than level grades. Chamberlin and Leonard quoted, 11219-21. There is no possible justification for the attitude of the government upon this question, 11222. There has been a great deal of delay in regard to this matter, 11251.