

the future and possibly for all time to come, that they should engage in the operation of the line pending the completion of it and pending the entering into of a formal lease? The accounts should be kept under Government supervision, and if there was any deficiency it should be charged up to capital account on which the company would pay interest. That is the reasonable thing to do. That would not involve this country in any large expenditure. It would involve it, in case there should be any loss, only in the difference between revenue and cost of operating.

And if that were done we would have our hopes realized that the Grand Trunk Pacific would operate this Transcontinental railway from the Atlantic to the Pacific. So far as we in the Maritime Provinces are concerned, we have been looking forward with hope to the day when we would see the trains of the Transcontinental railway entering into the cities of the lower provinces, bearing their passengers and freight from the Pacific coast and from the territories and provinces of the West. But we are met to-night with a resolution which, if it carries, and if the Government act upon it, will in all probability destroy forever the hopes that we have had that the Grand Trunk Pacific is going to operate this eastern division as a part of the great transcontinental railway system.

What is back of this resolution? Surely, if it is only intended to temporarily operate the main line between Moncton and Winnipeg, it is not necessary to spend \$30,000,000 or \$40,000,000 in acquiring this branch from the main line to Fort William and the terminals at Fort William. If the Government operates the main line it can make arrangements with the Grand Trunk Pacific, no doubt, for joint running rights between Winnipeg and Superior Junction, and an exchange of traffic down to the terminals at Fort William. There will be no difficulty about that. Would there be any more difficulty about that than there would be when the Government trains would reach Winnipeg? They would have no through service to the prairies of the West, from which the great traffic is to be drawn. They would have to secure an exchange of traffic with the Canadian Pacific railway, the Canadian Northern and the Grand Trunk Pacific at Winnipeg. Where is the objection to their doing what other railway companies, including the Government railway, are doing to-day—exchanging traffic upon fair and reasonable terms? But, while coming here to-night with the suggestion that all they want is to make a

temporary arrangement pending the completion of the line, they are asking Parliament for enormous powers. If it were not so startling a proposition to even suggest it, I would say that this is all in line with the course which this Government entered upon when they came into office of degrading this Transcontinental railway, refusing to consult with the chief engineer of the Grand Trunk Pacific, refusing to take his advice, abandoning the workshops at Quebec, located on land which already had been bought and which was being laid out under the joint supervision and approval of the chief engineers of the Government and the company respectively, going nine miles away and arranging for the erection of workshops upon a different site altogether, the location of which, so far as I know, never was approved by the chief engineer of the Grand Trunk Pacific.

Mr. COCHRANE: I have the word of the president of the road that he approved of everything that was done.

Mr. PUGSLEY: Will the hon. gentleman produce that?

Mr. COCHRANE: I have the word of the president, I say.

Mr. PUGSLEY: Where is that? In an important matter of this kind that should be produced.

Mr. COCHRANE: I will back up his word and I will prove that I have it. The word of the president is good and will stand anywhere.

Mr. PUGSLEY: The only men under this contract who can speak as to the work of building this road are the chief engineer appointed by the Government and the chief engineer appointed by the company.

Mr. COCHRANE: I will take the word of the president for it.

Mr. PUGSLEY: I think that when such an important change as that is made, if it has been approved by the chief engineer, we ought to have the certificate, or a memorandum, of that official. It has not been furnished to this Parliament and, in so far as the alterations in the grades and curves are concerned, we had at last session of Parliament before us letters from the officials of the Grand Trunk Pacific distinctly refusing to accept the changes that this Government had made in respect to the building of the road. As far as I know there has never been any withdrawal of the objections that the company has made.