

My hon. friend from Portage la Prairie, I believe in the best of good faith, has not only referred to-day but on previous occasions to the reason why the Grand Trunk Pacific has not taken over this system. My hon. friend is entirely incorrect in the conclusion at which he has arrived. I might say that the alleged de-grading of the road has nothing whatever to do with the subject. There are larger reasons than that.

Hon. Mr. WATSON.—Excuse me, did Mr. Chamberlin not say so?

Hon. Mr. LOUGHEED.—That does not for a moment establish the case; and I would say to my hon. friend that any representations which Mr. Chamberlin or any other official of the Grand Trunk Pacific may make with reference to assuming the responsibility at the present moment of taking over the National Transcontinental railway need not be taken too seriously. Mr. Chamberlin, very wisely, is not stating for publication the more important considerations that influence the company.

Hon. Mr. WATSON.—Oh!

Hon. Mr. LOUGHEED.—Allow me to point out to my hon. friend so that he may hereafter not agitate himself too seriously upon the subject, that the control of the grades of the National Transcontinental railway is in the hands of the Government. My hon. friend will not find in the contract anything to warrant the conclusion at which he has arrived—that this road is to be built to a gradient of four-tenths going east or six-tenths going west, as my hon. friend from De Lanaudière (Hon. Mr. Casgrain) has pointed out. The control of the grades is in the hands of the Government; and while it is alleged that the representatives of the Grand Trunk Pacific, who are the other parties to the contract, may not have fully agreed as to some of those grades with the Government, yet, substantially speaking, the Grand Trunk Pacific have been parties to everything that has been done upon that line.

Hon. Mr. BOWELL—Hear, hear.

Hon. Mr. WATSON—Up to date?

Hon. Mr. LOUGHEED.—They exercised a joint supervision with the Government of Canada in its entire construction. The very shops upon which my hon. friend from De Lanaudière (Hon. Mr. Casgrain) spent so much time in elaborating upon, had the Grand Trunk Pacific as parties to the selec-

tion thereof, and I am informed endorsed whatever was done by the Government in the matter.

Hon. Mr. CASGRAIN—For the work in the shops the Grand Trunk Pacific agreed to the location of the shops there?

Hon. Mr. LOUGHEED.—Yes, I am informed that whatever location was determined upon, the Grand Trunk Pacific were parties thereto. My hon. friend may not have as accurate information upon the subject as others. I also would advise my hon. friend from De Lanaudière not to take too seriously the representations of the street which may be made for certain purposes from time to time. If he will not accept too seriously these representations he will appreciate to a very much more satisfactory extent than he is doing the relations between the Government of Canada and the Grand Trunk Pacific. As far as the grades are concerned, assuming for the moment that there should be any disagreement between the Grand Trunk Pacific and the Government, it is an easy matter to rectify any of those differences. In reference to some of those grades, the so-called pusher grade about which we have heard so much—

Hon. Mr. CASGRAIN—Momentum grade.

Hon. Mr. LOUGHEED.—It is only a grade of .65, which very closely approaches four-tenths; but even that grade was consented to by the Grand Trunk Pacific, the agreement with the late Mr. Hays being that in the event of its being desirable to reduce it at any time the Government would be prepared to consider the subject. But it must be manifest to hon. gentlemen that large expenditures that might be made by the Government in avoiding gradients or curvatures would be in turn assumed by the Grand Trunk Pacific. If economies could be carried out in the road, those economies enured, in more manifest advantage, to the Grand Trunk Pacific than to the Government of Canada, and consequently any little differences of the kind upon which hon. gentlemen have so elaborated are subject easily to being remedied by additional expenditures.

Hon. Mr. DAVID—Will the hon. gentleman allow me to ask him a question? Is he of opinion with the hon. member from Lauzon, who said that the railway would be operated by the Government eventually?