

would not be able to proceed to Quebec without dividing the train into two sections. The objectionable character of such a condition of things need not be pointed out. The efficiency of the road was impaired without any justification.

But as regards Quebec itself and the construction of the terminals, I claim that since October, 1911, the Government's action has been ineffective, and at times even destructive. What about the shops that were to be put up at Cap Rouge for the building and repair of cars? The Government is building them at St. Malo, with only half the capacity first decided on, and only for repairs. The Quebec Board of Trade has entered a protest against these changes in its report for 1914. At page 124 may be found a letter from its president, Mr. Joseph Picard, dated the 5th of December, 1914, to Hon. Thomas Chase Casgrain, the new Postmaster General, which reads partly thus:—

The construction of the Transcontinental Railway car shops at St. Malo, is progressing satisfactorily; but those car works have no shops for the construction of cars, as were to have the carworks which had been planned at first for Cap Rouge. We were given the assurance that this omission would be rectified, because Mr. Chamberlin has stated that the Transcontinental will require for car construction as extensive facilities as any other transcontinental system.

We ourselves have also during last session entered protests, but in vain, and you will find that the board of trade's representations will likewise have no practical results.

Then, to connect these carworks with the railway, the Government had to purchase from the Great Northern Railway five miles of line at a cost of \$175,000 to which three miles had to be added at a cost of ten to twelve thousand dollars. And all that expenditure was made when it would have been so simple and logical to build them at Cap Rouge where they would have been in close touch with the main road and where must pass all the rolling material of the Transcontinental from the Atlantic to the Pacific.

As to the terminals themselves, namely the stations, yards, freight sheds, elevators, they were to be located in the vicinity of Champlain market and Cape Diamond. Thus located close to the deep water wharves, they would have been part of the Transcontinental system and intended first of all for its own service and under its direct control. Now the Government want them built in the valley of the river St. Charles, on the property of the Canadian

Pacific Railway Company, where, in all likelihood, they will be of service to and under the control of that company especially. The Grand Trunk Pacific Railway Company had agreed to the first plans; and now refuses to accept the others because, if those plans were carried out, the company would be dependent on the Canadian Pacific Railway. Notwithstanding these objections, the Government persists in its new proposals; but the consent of the Grand Trunk Pacific Railway is a necessary condition under the contract made in 1903 between it and the late government. However it may be, the consent or refusal of the Grand Trunk Pacific Railway to the proposed changes do not in any way justify the Government's apathy for more than three years.

Yet, since October 1911, the citizens of the city of Quebec, particularly through their board of trade, have constantly urged the construction of those terminals; their solicitations were never more pressing and frequent than during 1914, but were always fruitless. Thus at page 69 of the annual report, I find the following to have taken place at a meeting of the board of directors held on the 2nd of June:

His Honour Mayor Drouin, being invited to report on his recent interview with the members of the Government at Ottawa respecting the work on the Transcontinental, complied willingly. The board was not satisfied with the explanations given by the members of the Dominion Government concerning the delay in the construction of the terminals of the Transcontinental at Quebec, particularly of the freight sheds or stations. It was then decided to send a deputation to Ottawa, and a telegram was sent immediately to the representative of the Quebec district in the Dominion cabinet, Hon. L. P. Pelletier, asking him to name a day and hour for an interview with the deputation.

As I turn over the leaves, I find a minute at page 70 which is an answer to the statement of the minister of Railways that the terminal facilities of the Canadian Pacific Railway at Quebec were sufficient for the traffic on the Transcontinental. Here is the note:

On the 9th of June, the board sent to the Hon. L. P. Pelletier a letter informing him that the elevator built on the Louise jetty by the Harbour Commissioners will scarcely be of any use for the local trade, because besides the sum of \$2 per car charged by the Harbour Commission for the use of the sidings on the Louise jetty, the Canadian Pacific Railway charges the excessive rate of 2½ cents per hundred pounds for the use by the same cars of its own sidings, or rather for the use a few hundred feet in length, that is \$15 for every car of 40,000 pounds capacity; there is moreover \$1 per car to be paid at the elevator for the loading of each car, which means the excessive total charge of \$18 per car.