

Mr. GRAHAM: You may expropriate them no matter from whom.

Mr. COCHRANE: Yes.

Mr. GRAHAM: Those are pretty large powers for the Government to take. Suppose there are reasons why the lease is not entered into by the Grand Trunk Pacific at the present time. The Government now takes power to take the property of the Grand Trunk Pacific away from it in the meantime or to take the terminals belonging to any other company at Fort William for its own purposes. Suppose it should transpire that after the railway is completed, as it is not now, the company would be ready to enter into a lease under the agreement, this Government would own the terminals belonging to some other company, or to the Grand Trunk Pacific, and the Government would also own that portion of the line from Lake Superior Junction to Fort William, some 180 miles in length. Would not that complicate the situation? I submit that it would. While I think some arrangement should be entered into for the present by which somebody will operate this road until such time as it is fully completed, it would be a mistake for the Government to go as far as to purchase very expensive property, either by expropriation or otherwise, some of which does not belong to this company at all, because the Government would have this property on its hands at the time when a lease could be legitimately entered into with the Grand Trunk Pacific. The situation would be reversed; the Government would be trying to get the Grand Trunk Pacific to take something from it in the way of purchase or release. It might be that the other companies who own these terminals would be placed in a very peculiar position as well as the Government. The line ought to be operated by somebody, but I think it is clear from the correspondence that the Government is not in a position under the agreement to lease the line at present to the Grand Trunk Pacific Company. I do not say, mark you, that the Government is not in a position to make an arrangement with the Grand Trunk Pacific Company to operate on some terms, or with somebody to operate on some terms, or to operate the road itself, but the correspondence clearly shows that the line is not completed as provided for in the agreement between the company and the Government. The fact remains that the terminals at Quebec are not completed and will not be completed for a

year or two. The station that was to be constructed by the Canadian Pacific Railway for the joint use of the Grand Trunk Pacific and the Canadian Pacific railway in the city of Quebec, so far from being completed has not yet been started. The small station at Champlain market has only just been commenced. The Government has purchased a line to reach from its main line down to the workshops at the city of Quebec, but that line is not completed because the Government is this session asking for money to put it in a usable condition. The shops, which have been declared by Sir William Whyte and acknowledged by every railway man to be part of the system, are just being started in the city of Quebec, and this road cannot operate its through traffic even if it paid no attention at all to the city of Quebec without having repair shops in that city.

Mr. COCHRANE: How do they run from Winnipeg to the Coast without shops?

Mr. GRAHAM: They have smaller shops at points.

Mr. COCHRANE: So have we.

Mr. GRAHAM: That does not alter the fact that these shops are a part of the agreement with the Grand Trunk Pacific Company. Sir William Whyte's finding absolutely stated they were part of the road, and if they be not part of the road why is this Government building them under the agreement? Another point is that the Prime Minister said in the city of Quebec, and the plans distinctly show it as presented to the House at one time, that a tunnel was to be constructed in the city of Quebec as part of that scheme, and that tunnel has not been started, and no tenders have been asked for to construct it, and I doubt if there are even plans for it.

The terms of the lease, so far as the payment is concerned, were to be based on the cost of the road, and this road not being completed, how can the rentals be arrived at before the Government knows what the cost of the road is going to be? I had better not put it that way, however—that the road is not completed, the Government admits in this correspondence, and it also admits it in the Estimates before us, because \$5,000,000 are asked for to be expended on the Transcontinental railway, and it may be that even that sum will not complete it.