

withstanding my right hon. friend. We have heard a good deal about degrading the road. I have no less an authority than Mr. Chamberlin for the assertion that we took the right position in that, and surely he is interested—he is president of this road.

Sir WILFRID LAURIER: Hear, hear.

Mr. COCHRANE: And he said that we could take out the grades, if it was thought in the interest of the road, for one-half what the old commission was paying.

Mr. MARCIL: Who recommended these changes in Quebec?

Mr. COCHRANE: The commission.

Mr. MARCIL: Did a board of railway engineers recommend them or how were they brought about?

Mr. COCHRANE: They were brought about by the commission, just as they were brought about in the first place.

Mr. ARTHUR LACHANCE (Quebec Centre) (Translation): Mr. Chairman, the resolution before the House gives authority to the Government to lease or otherwise acquire that part of the Grand Trunk Pacific railway known as Lake Superior Division, between Lake Superior Junction and Fort William, in Ontario, the power to be exercised in case the company refuse to operate the Transcontinental. The contract made in 1903 between the late Government and the company provides that the company has to take over the railway only after its completion. Now, the road is not yet completed according to the terms of the contract, and that is one of the reasons given in the correspondence brought down before the House by the Minister of Railways why the company is withholding its signature to the lease recently submitted to it by the Government. Among other incomplete works on the road, the company mentions the whole of the work on the terminals in Quebec city and harbour. I wish to make a few remarks on this last point. I regret to say that the company seems to have taken a correct stand. Not only the terminals are not completed, but I should even be justified in stating that they are barely started. As a matter of fact, from the information given the House during this session, we find that during the year, as well as during the past three years, no progress has been made in the construction of these terminals in Quebec city and harbour, and that the only activity manifested by the Government since it is in power has tended to destroy rather than build.

[Mr. Cochrane.]

Its indifference and apathy can neither be explained nor condoned.

A few words on the conditions that existed in 1911. The railway had been built up to the city; the foundations had been started for a station at Champlain market to cost \$1,000,000. Many millions of dollars had been voted to construct deep water wharves 1,800 feet in length in the region of Cape Diamond, the terre-plein that would be left to be used for yards, sidings, freightshed and elevator sites. The interested parties, the city of Quebec, the Transcontinental Railway Commission, the Grand Trunk Pacific Company and the Government, had acted jointly to devise this whole scheme that was to take two years to complete, after which time the Transcontinental would itself be ready to operate its trains from the Atlantic to the Pacific. But as soon as the Borden Government came into power, it upset all these arrangements which were both advantageous and logical. They stopped the work between Quebec and Cap Rouge, and in the meantime there has been nothing doing in that region; between Cochrane and Quebec as well everything moves at a snail's pace. For constructing 35 miles of grading and 88 miles of track, which remained to be done in that section in November, 1912, and which required at most a few months, a whole year was spent, the road having been completed only in November, 1913. That premeditated delay was doubtless intended to facilitate the cogitations of the new president of the Transcontinental Railway Commission, Major Leonard, on the problems of slopes and curves; but we realize how as a result of those cogitations the traction power from Cochrane to Quebec and even to Moncton, was impaired. At the beginning of the undertaking in 1905, the engineers had determined the grades over the whole line from the Atlantic to the Pacific, as follows: slopes runnings east, four-tenths of one per cent or 21 feet per mile; slopes running west, five-tenths of one per cent or 26 feet per mile, then later six-tenths of one per cent or 31 feet per mile. It must, however, be stated that slopes were to be avoided except where it would be impossible to obtain an absolute level. By means of these very gradual slopes, a locomotive could pull double the weight that it could draw on any other road now in operation in this country. Now, between Cochrane and Quebec, Mr. Leonard has increased the slopes from 21 feet to 100 feet per mile of road, with the necessary result that a locomotive, having pulled as long a train as its power would allow from Prince Rupert to Cochrane,