

Company and with Mr. Hays. I am not running away from any responsibility; I am here to say that no man ever put in more faithful and honest work for any country than I put in in connection with the Grand Trunk Pacific railway. I will be quite content to let my record go down in the history of Canada side by side with the men who have made this report. It is said that at La Tuque we should have a pusher grade. It was a question of engineering. The estimated cost of a pusher grade was much less than the estimated cost of a four-tenths grade. I was asked about it; Mr. Hays was asked about it; Mr. Butler was asked about it, and after consultation we decided that as we had told the country we were going to build, wherever possible, a four-tenths grade against east-bound traffic, we would stick to that, even if it did cost a little more money, and we did stick to it. Who has anything to say against that principle? Were we to deceive the people and stick in a pusher grade wherever it was convenient to do so? I say, no. I wish the Postmaster General were in his seat, because he has been buncoed in this report. Let me show the House where and how. One of the reasons given by this commission why a pusher grade should be used at La Tuque was because there was one at the north end of the Quebec bridge. That is only 126 miles distant. Let me show the fallacy, the utter unreasonableness and the misleading character of such a statement. At La Tuque you could reduce the grade by removing the obstacle; at the Quebec bridge you could not. The Quebec bridge had to be built 150 feet above the water. The level of the Quebec bridge could not be brought down; the railway had to be brought up. You might have to go inland five miles in order to make a grade to overcome the height of the Quebec bridge. That was entirely unpracticable. What a fallacy it was to make a comparison between the immovable Quebec bridge height and the movable La Tuque height. But here is where the Postmaster General is being buncoed: not one pound of freight from Quebec to the West or from the West to Quebec goes over the Quebec bridge. To put in a pusher grade at La Tuque would have been creating one more obstacle; this is just a little insidious deception which is contained in the report. I trust that after what I have said the people of Quebec will not be fooled by this comparison between La Tuque and the Quebec bridge.

[Mr. Graham.]

I now come to subcontracts. The commission charges that the country lost practically \$8,800,000 by allowing these contracts to be sub-let. There is not a member of this Government who believes that part of the report. The acting Minister of Railways knows that that is pure buncombe, intended to deceive the public. In giving these contracts to large contracting firms we followed the policies of every big railway company on this continent. If these contracts had been given to small contractors who put up very little security and who failed in their work, the Government would not have had this road for five years longer. An army of officials to keep track of this work without uniformity, without centralized responsibility, is unthinkable among business men; the idea is being laughed at by every construction man on this continent. Let me point out what I mean. The Canadian Pacific railway has a new line from a point west of Smiths Falls to Toronto. Did the Canadian Pacific Railway Company let the contract to a small contractor? Not at all; they let practically the whole contract to one firm of contractors, who have sub-let the work to sub-contractors. The Grand Trunk Pacific has let work in the mountains to Foley, Welsh and Stewart, all to sub-contracts. The Canadian Northern in Ontario have let their work in large sections to big contractors, and these big contractors sub-let the work every day. In no other way under the canopy of heaven could these great works go on except by selecting big, responsible contracting firms and holding them responsible, by deposit and through their plant on the ground, for the work being efficiently carried out; and any man who tries to make this country believe that sub-contracting was something wrong, by which the country lost money, is simply playing on the credulity of the people. Such a report is not believed by the members of this Government, not one of them. I am going to prove that they do not believe it. From Deans to Dartmouth a railway is being constructed in the riding of the Prime Minister by M. P. and J. T. Davis. It is sub-contracted, and this Government, through the Minister of Railways, will pay for the entire road as it is a Government road. Every day the minister is recognizing sub-contractors under the same M. P. and J. T. Davis in the constituency of the right hon. the Prime Minister. I am not finding fault with that: I think that is right; but it is not right for a Government