

railway and its own shops, or with the Union Canadian Pacific railway station. If we take the correct figures, we find the capitalization at four per cent to be \$3,206,250. The amount capitalized would be something over four million dollars. The tunnel will cost, at the very lowest valuation, at least \$1,500,000, for it will have to be a double tunnel. The old scheme would cost \$6,406,152, while the new scheme will cost \$8,416,000, and the Grand Trunk Pacific Railway Company will be playing second fiddle to the other companies in the city of Quebec.

Now, Mr. Speaker, to conclude. I have discussed this question from higher than party motives; I have discussed it with the main object of showing that this report is unfounded and untrue in its chief findings. I have tried to show that the gentlemen who composed this commission had their views fixed, so far as the Grand Trunk Pacific railway is concerned, long before they ever were put on this commission; I have shown that one was an enemy of the policy, and the other, an enemy of the project. I have shown that they were totally unfitted, no matter what their other qualifications might be, to serve independently on such an investigation into the construction of the Transcontinental railway.

I have tried to show that the Government of Canada will not act on the findings of this commission, because every day of its life the Government of Canada is violating the chief findings of the commission. I have tried, as conscientiously as I could, and with as much force as I am possessed of, to show, particularly to the representatives from Halifax, St. John and Quebec, the result that may accrue to those great Canadian ports, if these hon. gentlemen are not alive to see to it that the high standard of the Transcontinental railway be restored, and restored immediately.

I have tried, as faithfully as I could, and in all earnestness and conscientiousness, to warn the Government against allowing this attack on the Grand Trunk Pacific directly, and indirectly on our great Canadian enterprises, to go unanswered and unchallenged. I have urged, and I urge again, that the Prime Minister should rise to the situation, and so far as the attack on this great undertaking is concerned, should denounce this report as unfounded, which it is, and which every man in Canada who has studied it, knows it to be. I have said that the legitimate industries of Canada and the legitimate undertakings

[Mr. Graham.]

of Canada are on a sound basis, and the financiers of the world need have no hesitation in continuing to invest their money in this Dominion. I have tried, feebly it may be, to tell the country and the financiers of the world that the men of Canada will stand side by side, the peers of any men in any country in the world, for honesty, for ability, and for integrity. It is in the interest of the people of Canada, rather than in the interests of party; it is in the interest of the great undertaking in which every man, woman, and child in Canada is concerned; it is in the interests of the British Empire itself, that nothing be done to loosen the bonds of confidence that exist between the motherland and the young dominions across the seas. Sir, it is in the hope that the Prime Minister of Canada will rise above his party; it is in the hope that he will rise higher than partyism, and repudiate a report which affects our national welfare and our financial standing at the present time that I make one more appeal to the right hon. gentleman.

I have spoken from conscientious motives; I have spoken at length; I have devoted much energy and time to a study of this question; and, in the years to come, if St. John, if Halifax, if Quebec, if the eastern part of Canada, do not receive the benefits they expected from this great enterprise, then the member for South Renfrew will have his conscience clear in the knowledge that he has done his duty in notifying and warning the people of this country, and the members of this Government, and the members representing these constituencies of what he conscientiously believes the evil result of all this will be.

Before taking my seat, Sir, I move, seconded by Dr. Pagsley:

That the report of the commissioners appointed by the Government to inquire into the construction of the Transcontinental railway is so wilfully partisan and misleading as to be wholly unreliable; that the manifest object of the said commissioners was to misrepresent for party purposes rather than to investigate in the public interest, without regard to the serious consequences to the country or this great national undertaking; and that for the appointment of such commissioners, and for accepting and endorsing their report, the Government deserves the severe censure of this House.

At six o'clock, the House took recess.

The House resumed at eight o'clock.

Mr. W. S. MIDDLEBRO (North Grey): Mr. Speaker, at the outset I am sure that hon. members on both sides of the House will be pleased to know that I do not pro-