

able to construct a line on the original grades, and in this instance the grade has been kept well within the limits of velocity grade practise, and the gradient can be reduced at any time, if it should ever be found desirable, by filling in the lower portion with suitable material;

5. The consensus of opinion of the following engineers, who have been in the employ of the commissioner for years, in their sworn testimony before the Commission investigating the construction of the Transcontinental railway, is that velocity grades are not only unobjectionable, but might have been introduced permanently into the railway and would have greatly reduced the cost of the road:

Gordon Grant, chief engineer.

C. O. Floss, district engineer, district 'A'.

A. E. Doucet, district engineer, district 'B'.

A. G. Macfarlane, district engineer, district 'F'.

G. L. Mattice, assistant district engineer, district 'D'.

J. W. Porter, assistant district engineer, district 'B'.

A. N. Molesworth, late district engineer, district 'C' and 'D'.

H. L. Bucke, division engineer, district 'D' and 'F'.

I find that the gradients on which the original Quebec bridge was partially built were 1 per cent on either side, and the new bridge will necessarily be built to the same grades. I also find that the gradient approaching the Quebec bridge from the east side, including the Chaudière bridge, was of 1 per cent, which cannot be altered.

In New Brunswick I find in the middle of a division a grade 13 miles long of 1.10 per cent against east-bound traffic, and in Quebec in the middle of another division 11 miles of 1.10 per cent grade against westbound traffic, each of which will limit the hauling capacity of locomotives over these divisions to the same extent as if the whole division had been located on these grades.

I am sending, herewith, for your information, five Blue Print profiles, showing all the changes in gradients which have been effected since September, 1911.

Trusting this will be satisfactory, I remain,

Yours very truly,
(Sgd.) R. W. Leonard.

Mr. Grant's evidence is not yet in type, but from conversation I have had with him, which is confirmed by Mr. Staunton, I know his views to be as above stated.

R. W. L.

Hon. Mr. CASGRAIN—That is what I asked for last session and could not get. They said there were only two sags last session.

Hon. Mr. LOUGHEED—I do not know what was in the return I brought down last session, but I brought down returns. These letters establish, beyond all question, that the Government of the day, notwithstanding the fact that they inherited a burdensome and unfortunate undertaking, both in regard to the policy of the road and in regard to the enormous expense—this Gov-

Hon. Mr. LOUGHEED.

ernment has endeavoured, according to the pronouncement of the best engineers, to make it the best possible road within their ability. I hope my hon. friend in view of the evidence, which is sworn evidence, will feel satisfied that the Government of the day has been maintaining the standard of the road, notwithstanding the reports to the contrary.

My hon. friend has expressed disappointment that the Speech from the Throne did not meet with his expectations. The sins of omission and commission, for which every Government has been charged in the preparation of the Address, would fill a very large volume. I know my experience has been, since I have been a member of this body, that there never has been an Address, or a Speech from the Throne, that has met the expectations of both sides of the House. The Government preparing the Address always regard it as a model of expression for the purpose intended, while hon. gentlemen on the opposite side have always wept tears at its omissions and commissions. On this occasion I regret very much that the Address has not met the expectation of my hon. friend, but it certainly has afforded him an opportunity to give us a very eloquent speech, on the subjects with which it had to do.

My hon. friend expressed disappointment also that the Hudson Bay railway was not showing the speed, in construction, which we had a right to expect. Considering that this Government has been in office, a little over two years, and has almost completed the road; and taking further into consideration the fact that the hon. gentlemen opposite were in office fifteen years and scarcely had fairly commenced it—notwithstanding the fact that they were dealing with it the whole of that fifteen years—it is certainly strange that my hon. friend should think there is sufficient ground for criticising this Government, to the extent which he has done.

Hon. Mr. POWER—Did I understand the hon. gentleman to say that the road was completed to Hudson Bay?

Hon. Mr. LOUGHEED—I say it is rapidly approaching completion, and we expect to be there, in the early part of next session. I would remind my hon. friend that when the late Government came into office in 1896, they undertook the construction of this road.

Hon. Mr. POWER—My hon. friend probably remembers that, at the time, when