

make clear again, because this is of paramount importance, more important than any party gain or consideration, that, there being a difference of opinion, some of the most competent engineers in America contending that these grades do not produce as good a road as a four-tenths and six-tenths, a grave doubt has been raised, to put it mildly, of the efficiency of this road with the velocity grades. It is therefore the duty, I say, of the gentlemen representing Halifax, Quebec and St. John particularly, to see that this doubt is removed and these velocity grades replaced by four-tenths and six-tenths per cent real grades.

Mr. PELLETIER: Has the hon. gentleman given the name of the engineer from whom he obtained these figures?

Mr. GRAHAM: I submitted these profiles last year to Mr. M. J. Butler and he had an assistant with him. I did not tell him what I was going to do with his statement, I asked him to make out the grades and to give me the figures. The profiles have been before Mr. J. B. Berry, one of the greatest authorities on this continent and the opinion he gave me on them I gave to the House last night. He had these profiles all before him, as I submitted them myself and asked his opinion, and he is wholly disinterested in the information he gave. I think his authority will not be questioned.

I was saying a few moments ago that the late Mr. Hays and Mr. Chamberlin, in discussing this question of the standard of the road with me some years ago, took the ground absolutely that the only way in which St. John and Halifax could receive the benefit of the Grand Trunk Pacific traffic, as was intended, was by building a road, not equal but superior to the standard of American roads; so that the superiority of the Canadian road over the American roads would overcome the difference in distance as between Canadian ports and American ports. As Minister of Railways, I insisted that, wherever possible, this high standard should be maintained, and that there should be no doubt as to the efficiency of the road. If there is any doubt about velocity grades injuring the efficiency of the National Transcontinental railway, should not the members of the Government who represent these great ocean ports of St. John and Halifax remove that doubt? Do they not owe it to themselves and to the cities which they represent? Halifax, St. John and Quebec

are the three ports of entry for all the traffic that comes across the Atlantic to the Dominion of Canada or goes out that way. It is well to develop the port of Quebec, and it is well to spend millions in the city of Halifax and in the city of St. John, but if these cities are not to get the benefit of our own road, then I say that the large expenditure being made in these great ports is being made for other railway companies, and not for the National Transcontinental railway. After spending millions of dollars, why take any chance—to put it in the mildest form—in order to save a comparatively small amount, and Mr. Berry says a far smaller amount than is named by this commission. I put it strongly because I feel the situation. I discussed it thoroughly with the late Mr. Hays and Mr. Chamberlin some years ago, and we arrived at the conclusion that our great Canadian ports could not be kept up unless the high standard of the road was maintained. I urge the Prime Minister, as representing Halifax, and the Minister of Marine, as representing St. John, and the Postmaster General, as representing Quebec, to look into this matter most thoroughly, and not take the word of any engineer who may say that this is as good a way to build a road as any other, or even the word of an engineer who says it is not as good a way. They should remove the doubt that has been raised so that there can be no mistake, so that if the Canadian ports are not developed it will not be the fault of the Grand Trunk Pacific construction. If I were discussing a party question, I would not take up so much of the time of the House, but I feel that this is of vital importance to the Dominion of Canada, and should not be made a football for any one province as against another, or for any one set of ideas as against another. We want the trade of Canada for Canadian ports, and the Transcontinental was constructed for that purpose; and if we take any chance whatever when we know the situation, then in the years to come there is one man in the Dominion of Canada that will not be responsible for the consequences if they are not up to the expectations of the gentlemen who represent these ports.

In the city of Quebec some changes have been made, and while for the present moment those changes will be for greater benefit in the way of labour for the city of Quebec, I want to call the attention of the Prime Minister,